



+✂ GUIDE TO LIVERPOOL ✂+









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## HOTELS AND THEIR TARIFFS

The visitor to Liverpool, whether on pleasure or business bent, need be under no apprehension on the important point of hotel accommodation. There are hotels of every grade, and boarding-houses without number. The palatial and luxuriantly furnished hotels belonging to the various railway companies—the *North-Western*, the *Exchange*, &c.—are as likely as any to suit the requirements of the casual visitor. The *Adelphi* and the *Compton* have a wide reputation. *Laurence's* and the *Shaftesbury* are good temperance hotels. The tariffs in the following list were supplied by the hotel proprietors themselves, but as changes of management sometimes occur, the prices must be regarded as approximate only, and should be verified by previous inquiry.

[ABBREVIATIONS: *R* = Bedroom, *fr* = room, *b* = breakfast, *l* = luncheon, *d* = dinner, *t* = tea, *a* = attendance, *temp* = temperance.]

### Liverpool

#### North Western (Lime Street Station)

**Adelphi** Lime Street *R* and *a* *fr* 4/-, *b* or *l* 3/-, *d* 5/-, *t* 11/-6  
Boarding terms *fr* 12/- per day,  
*fr* 73/6 per week

**Exchange** (Exchange Railway Station) *R* 4/- to 6/-, *b* 1/6 to 2/6, *l* 2/6 to 3/-, *d* 2/6 to 4/-, *t* 2/-

Boarding terms by arrangement

**Laurence's** (First class Temperance) Clayton Street *R* and *a* *fr* 3/3  
*b* *fr* 1/6, *l* 1/6 and 2/-, *d*, 3/-, *t* *fr* 1/6

**Compton**, Church Street *R* *fr* 2/-, *b* and *l* 2/6 (each), *d* 3/6, *t* and *a* 1/6 (each)

**Angel** *R* 2/6, *b* 2/- and 2/6, *l*, *fr* 2/6, *t* 2/6, *a* 1/6

**Alexandra** Dale Street *R* *fr* 3/-, *b* 1/6, 2/- and 2/6, *l* 1/6 and 2/-, *d* 3/6, *t* 1/6 2/- 2/6

Boarding terms 9/- per day, 52/6 per week

**Stork** *R* *fr* 1/6, *b* 1/- and *a* 1/6 (each), *l* 2/-, *d* *fr* 2/6

Boarding terms 7/6 per day, 52/6 per week

**Shaftesbury** (Temp.) Mount Pleasant *R* 2/6 to 3/6, *b* and *t* 1/6 to 2/6 (each), *l* 2/- and 2/6, *d* 2/6 to 4/-

Boarding terms 10/6 per day 63/- per week

[ABBREVIATIONS *R* bedroom, *fr* from, *b*, breakfast *l* luncheon *d* dinner *t* tea  
*a* attendance *temp* temperance]

**Liverpool (continued)—**

**Grand, Lime Street** *R* or *d*, 2/6, *b* or *l* 2/-, *t* 1/6  
*Boarding terms* 7/6 per day 52/6 per week

**Imperial, Lime Street**

**Washington, Lime Street** *R* 2- *b* 1/6 and 2/-, *l* and *d* 2/- (each) *t* 1/6 and 2/  
*Boarding terms* 8- per day, 40/- per week

**Victoria** *R* *d* and *t* 2/6 (each), *b* 2, *l* 1/6  
*Boarding terms* 6/6 per day 42 per week

**Feather**

**Union**

**Neptune, Clayton Square** *R* 3/6, *b* and *t*, 2/6 (each), *l* 2/

**See Queen Square**  
*Boarding terms* 7/6 per day

**Court**

**Star and Garter, Queen Square**

**Mitre, Church Street**

**Birkenhead**

**Queen's** *R* and *d* 2/6 (each) *b* and *t* 1/6 (each), *l* 2/  
*Boarding terms* 7/ per day 45/- per week

**Woodside**

**Pier**

**Ranelagh**

**Castle** *k* and *d* 2 (each), *b* and *t* 1/6 (each), *l* and *a* 1/ (each)  
*Boarding terms* 6/ per day, 42/ per week

**Eastham**

**Eastham Ferry** *R* 3/6 *b* 1/6 *2* 2/6 *l* 1- 1/6 *2* 0, *d* 2/6 3/- 3/6, *t* 1 to 2/6  
*Boarding terms* 9 per day 63 per week Special week-end terms 18-

**Leasowe**

**Leasowe Castle Hotel and Hydro**

**New Brighton**

**New Brighton** *R*, 3-, *b* 1/6, *l* 2/-, *d*, 2/6, *t* 1/- and 2-  
*Boarding terms* 6/6 per day, 42/- per week

**Queen's**

**Marnes** *R* *l* and *d* 2/ (each), *b* and *t* 1/6 (each)  
*Boarding terms* 6- per day, 42- per week

**Ferry**

**Victoria**

**Albion** *R* 2/6, *b* 2/, *l* 1/6 and 2-, *d* 3-, *t* 1/ and 2/-  
*Boarding terms* 6/6 per day, 40/- per week

**Clarence** *R* *d*, and *t* 2/- (each), *b* 1/6, *l* 1/6  
*Boarding terms* 6- per day, 40/- per week

**West Kirby**

**New Hydro** *R* and *b* 2/6 (each), *l* 2, *d* 3/6, *t*, 1/  
*Boarding terms* *fr* 7/6 to 9/- per day, *fr* 57/6 to 63- per week

**West Kirby** *R* 2/6 *b* 1 and *t* *fr* 1/6 *d* 2/  
*Boarding terms* 7/6 per day, *fr* 42/ per week

**Ring o Bells** *R* 2/6 *b* and *l* 1/3 (each), *d* 1/6, *t* 1-  
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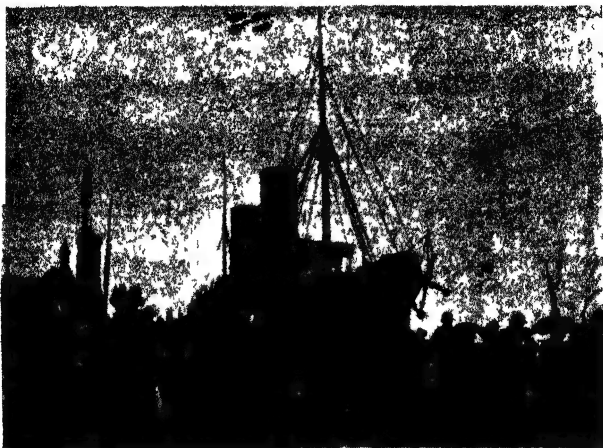
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*James Smith* ]

THE "CAMPANIA" AT THE LANDING STAGE

*[Liverpool]*

## CHAPTER I

### LIVERPOOL

**Its Past—Its Commercial Greatness, Population and Progress—Ancient Liverpool—Mr Gladstone's Birth-place—Principal Buildings—The Vyrnwy Waterworks**

**L**IVERPOOL claims to be one of the most cosmopolitan cities of the world. It is certainly the greatest seaport in the United Kingdom. The noble river Mersey, with its miles of magnificent docks on both Cheshire and Lancashire shores, the piles of warehouses for the storage of merchandise, the railway and canal facilities for transit, attract to Liverpool a very varied commerce, and the representatives of numerous nationalities engaged in mercantile and shipping transactions. A visit to the great landing-stages, a walk along the line of docks, or an inspection of the Exchange Flags, the Exchange news-room, or the Cotton, Corn, and Stock Exchanges will

illustrate in a striking way the great interests concentrated in the city and seaport, the diversity and extent of its commercial enterprises, and the mixture of nationalities engaged therein. The streets of Liverpool, particularly those near to the Exchange and in the neighbourhood of the docks, present at times very remarkable characteristics. At certain periods of the year there are to be seen hundreds of emigrants who make a brief stay in Liverpool before embarking for distant lands. Here may be witnessed groups of Cossacks in the sheepskin garments which they wear in their homes in the Russian steppes, Levantine Greeks, Bosnian, Roumanian, and other dwellers from the banks of the Danube, Polish Jews in cloak and gaberdine, German artisans, hardy, well-dressed, fair-haired Scandinavians, Irish labourers, and English and Scotch agriculturists, all *en route* for the British colonies or the United States. Liverpool may indeed be regarded as the pioneer port and home of British emigration. For many years this great exodus has been going on from the Mersey. More than half a century ago, before steam navigation had been developed to the importance which it has since attained, fleets of sailing vessels, including the famous Tapscott, Wilson, Baines, Chambers, and other lines, carried many thousands of emigrants from the Mersey to the United States, the Dominion of Canada, and Australia. At that remote period but scanty provision was made either upon shipboard or at the Liverpool docks for the comfort of these poor wayfarers, and during the exodus which followed about the time of the great Irish famine, and the "clearances" in the Scottish Highlands, some very distressing scenes were witnessed at the Liverpool docks, the emigration houses of the city, and on shipboard. Those who remember, from visiting Liverpool and its port, the conditions existing at that time, and the wonderful improvements and developments witnessed now, marvel at the changes, which have been fraught with much advantage to numerous commercial and shipping interests, and the welfare of those interested in them. Still, those who visit the Liverpool of to-day who have any knowledge of its



*Liverpool*

**THE PRINCE'S LANDING STAGE**

*Brown Barnes & Bell*

previous history will notice one remarkable fact, that while new branches of commerce have sprung up, others have departed. During the Australian gold fever, Liverpool was the chief port for departures to, and arrivals from the Antipodes. A vast Australian trade was carried on by such well-known firms as Gibbs, Bright and Company, Wilson, Chambers and Company, Allan and Company, and other shipping houses. Clipper ships, whose names are still historic in nautical annals, were specially built for the Australian and China trade by the Messrs Hall, Hood, of Aberdeen, and Mackay, of Boston, United States. This fleet included such noted vessels as the *Marco Polo*, the *Red Jacket*, *Blue Jacket*, *Lightning*, and *Carrngorm*. From the Mersey these noble sailing ships carried many thousands of passengers to Australia, China, India, and other distant places, as well as cargoes of Birmingham, Sheffield, and Manchester made goods. They came back laden with valuable consignments of gold, tea, wool, and alpaca, for the British markets. In this respect it is interesting to note that the first consignment of alpaca brought to this country came to Liverpool. It was seen by the late Mr Titus Salt, who observed its value, and it became the fashion to wear garments made of it. It was to this incident mainly that the Salt family owed their great fortune, which led to the formation of that interesting industrial settlement in Yorkshire—Saltaire. Now, however, what remains of the Australian emigration trade, the importation of wool, tea, and other products from the colonies, have left Liverpool, and are now in a measure carried on from the port of London. Hence incidents such as the unloading and loading of these colonial shipments, the bartering, the wool and other sales which greatly interested visitors, are not to be witnessed now to the extent they were some years ago. Other equally important, and to the stranger equally interesting, branches of commerce have been developed, and may be seen in full working operation at the docks, riverside, and the central parts of the city.

Possibly what will most impress the visitor to Liverpool is the description given by the well-known novelist, the

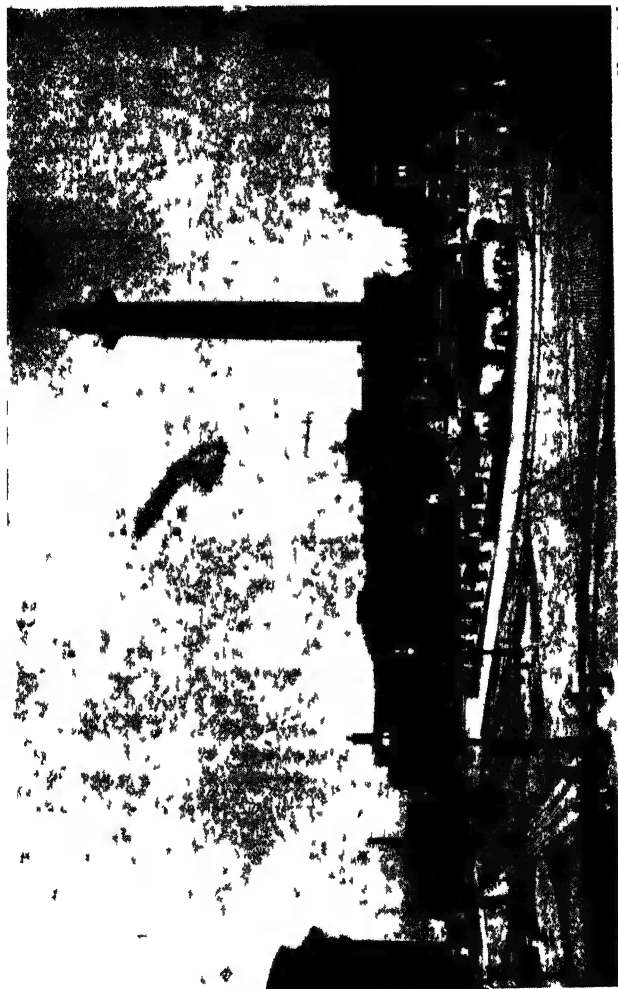
late Albert Smith, when he made a brief stay in the city, "Ships, ships, and shipping everywhere!" This condition of Liverpool has had, and still has, a remarkable effect upon its social, political, and industrial surroundings. As we have said, the population is made up of many nationalities. In proportion to numbers there is perhaps more "unskilled" labour in Liverpool than in any other city in the kingdom. This vast labour army is recruited by thousands every year from Ireland, Wales, Scotland, and the English agricultural counties. The prevalent notion seems to be that men of strong physique have only to come to Liverpool to at once find employment at its docks or warehouses, and, by turning their muscular power to profit, to earn very high wages. Unfortunately these expectations are not always realised, for the unskilled labour market becomes glutted, and in times of depression much hardship follows. These periods of depression are generally the outcome of dulness in the shipping trade. Practically speaking, Liverpool is dependent upon shipping. There are very few manufactories in the city, and these are mainly confined to the great sugar works of McFie, Crosfields, Fairrie, and the tobacco manufactories of Cope Brothers, Hignett, Ogden, Clarke, &c. In the immediate vicinity of Liverpool are the vast chemical works of Widnes, the glass works of St Helen's, and the foundries and soap works at Warrington. At all these places is a steady residential population very different in habits, surroundings, and remuneration from the many thousands of unskilled labourers in Liverpool. Notwithstanding the absence of those gigantic factories and workshops to be found in other Lancashire centres, the progress of Liverpool in population, trade, and wealth has been extraordinary. Within the last few years the boundaries of the city have been greatly extended, miles of new areas added, and districts which not long ago were green fields, but are now built upon and inhabited by teeming populations, have been added to the city of Liverpool, and are under the control of its Corporation. To show the extent of this vast municipality a few figures will be interesting. The population of the old



city in 1895 was 503,967. The populations in the areas added in 1895 were 134,234, the number of acres in the added areas was 8,026, and the number of houses taken over in the extension of Liverpool in 1895 was 25,765. In 1898 the population of the whole city, including the extensions, was 647,489. There are evidences on every side of further increases of population and the addition of other important districts to the great seaport and commercial city.

### **Ancient Liverpool.**

The chief business streets of Liverpool—the heart of the city, socially and commercially—occupy the site of the borough of the reign of King John. The place then consisted of two lines of thoroughfare, known as Castle Street and Jugler (or High) Street and Dale Street and Water Street, three of which retain their names. They intersected each other at the spot then occupied by the High Cross, where the Town Hall now stands. In the course of a few years, Chapel Street and More (now Tithebarn) Street were built to the north of Dale and Water Streets, and Milne Street (now known as Cross-hall Street) was added. There was little change in the town for the next four centuries. The houses became more numerous and were built closer together, but “cabined, cribbed, and confined” by the walls necessary in those disturbed ages for defence, no town could expand much. After the Restoration, however, the presence in England of the regular army, which we owe to the Commonwealth, gave the Government of the day power to suppress disturbance and protect law-abiding citizens much more effectually than stone walls could do, and the walls of most towns were pulled down. Liverpool very quickly profited by the new order of things. Its docks were begun in the early part of the eighteenth century, and the increase of commerce consequent thereon necessitated the formation of new streets, with the result that, by the time the first quarter of that century had run its course, the town formed, according to the late Sir J. A.



[over pool]

ST GEORGE'S PLACE

Brown Barnes & Bell]

Picton, "an irregular triangle, with its base along the margin of the river from Oldhall Street to Mersey Street, and its apex at the east end of Dale Street. There was also an outlying portion, across the site of the Pool, clustered around St Peter's Church, then recently erected."

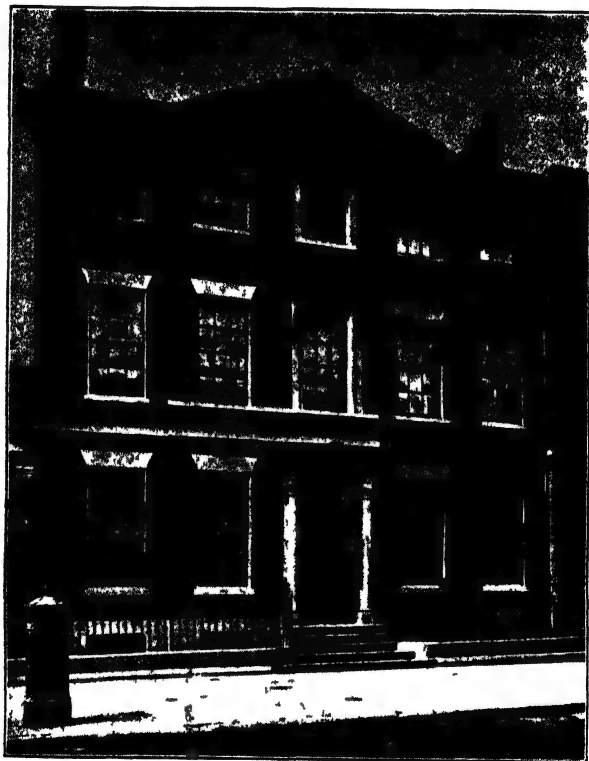
Liverpool was then only in its childhood. Year after year it has extended, to north, south, and east, till the space thus indicated is but a patch on the area of the city. But the space still forms its most important portion—the heart, so to speak, for the "irregular triangle" (geometricians would call it a scalene triangle) contains most of the public edifices. At its apex, is St George's Hall, around which are clustered a group of edifices scarcely rivalled even in the metropolis. Those more immediately connected with the shipping and commerce of the town are about three-quarters of a mile nearer the Docks, in the area of which the Exchange Buildings, on the north, and the Custom House, on the south—connected by Castle Street—may be taken as the limits, and the chief places of worship are either in this space or closely adjoin it.

### Mr Gladstone's Birthplace

There are houses still remaining in Liverpool that have great historic interest. In the centre of the city a number of these once fine mansions have been converted into store-rooms, work-places, warehouses, and other commercial buildings. This fate has befallen residences that were once considered almost palatial, and where past generations of Liverpool's notables—merchant princes, scholars, and divines, the Earles, Horsfalls, Hornbys, Littledales, Tobins, Holts, Gladstones, Shands, Ewarts, Gascoignes, Martineaus, Raffles, Roscoets, and Croshields—dwelt, and where met the best of Lancashire society. Amongst the most interesting of these dwellings that have survived the "effacing finger" of commerce are the houses where the first generation of the Gladstone family lived, and where the great British statesman—William Ewart Gladstone—was born and spent his early boyhood. Two nephews of the Grand Old Man still live in Liverpool, and take an

active and honoured part in the social, mercantile, and political life of the city

Nearly a century ago, between Knight Street and Upper Duke Street, resided Mr Robert Gladstone, who afterwards



*Brown Barnes & Bell,*

*[Liverpool]*

MR GLADSTONE'S BIRTHPLACE, RODNEY STREET

lived at Parkfield, near the Dingle (then a pretty rural spot), where he erected a beautiful lodge, which is said to have cost a large sum. Parkfield is now known as "Alexandra Drive." Mr, afterwards Sir John, Gladstone resided in

Rodney Street, between Leece Street and Knight Street In this mansion, which had a centre and two wings, the gifted sons of the eminent Liverpool merchant were born

From a window of this mansion George Canning, in 1812, after each day's polling in Liverpool, addressed tremendous crowds of people, charming them by his graceful eloquence, his polished oratory, his happy allusions to passing events, and the withering sarcasms directed against his adversaries Here it ~~was~~ that he uttered the remarkable declaration, that "He would not support the question of Parliamentary reform, because he felt persuaded that those who were most loud, and apparently most solicitous in recommending it, did mean, and had for years past meant, far other things than these simple words seemed to intend, because he was persuaded that that question could not be stirred without stirring others, which would shake the Constitution to its very foundation"

The house is a tolerably large one, now numbered 62, Rodney Street It originally stood comparatively detached, with a wing on each side One of these has been altered and converted into a separate dwelling Here, on December 29, 1809, first saw the light the Right Honourable William Ewart Gladstone, three times Prime Minister of Great Britain—orator, poet, scholar, statesman, a man of the most varied gifts, and equally eminent in all However political opinions may vary, there can be but one estimate of the great ability and conscientious application of the great statesman's powers Liverpool is proud—irrespective of party—of being, in one sense, the *alma mater* of such a man It is a remarkable historic circumstance that of the four great Parliamentary leaders of recent times—the late Lord Derby, Disraeli, Gladstone, and Bright—three belong to South Lancashire and two of these to Liverpool, or its close vicinity Gladstone and Stanley, the latter the "Rupert of debate"

The Gladstones had also a charming country house at Seaforth—then a beautiful marine suburb of Liverpool, close to the shore of the river Mersey That residence still remains much as it was when used as a summer resi-

dence by the Gladstone family. In after years, when Mr W E Gladstone visited Liverpool, he made several visits to his old Seaforth home. The last occasion was when he contested South-West Lancashire—the memorable “upas-tree” campaign, relating to the disestablishment of the Irish Church. Mr Gladstone was then the guest of Mr Weld Blundell at Ince-Blundell (near Crosby). He was astonished at the transformation that time and commerce had worked. He told a friend that the meadows where he played with other youngsters, the bents and sandhills where he romped, had all been converted into streets of houses, warehouses, railways, and docks, with a teeming population—all showing the wonderful growth and prosperity of Liverpool and district. Up to his death, Mr Gladstone remained the patron of St Thomas's Church, Seaforth, and of two other churches in Liverpool. Mr Gladstone's birthplace is visited by many persons, and particularly by Americans.

### Other Historic Houses

Among other interesting houses that remain—but wrecks of their former grandeur—is the large building in Mason Street where lived the eloquent and learned divine, Dr Raffles, the then leader of the Congregational body in England, and in Hanover Street the late residence of the Earle family, now occupied by Messrs John Thompson & Co, Ltd, wholesale druggists, where lived the grandfather of General Earle of Soudan fame. Dr Raffles' house was converted into a storehouse for a local volunteer corps. The oak floors, marble mantel-pieces, and old fire-grates of the Earle mansion are still left. To such various uses have other once noted mansions been converted, though the memories surrounding them remain. Legh Richmond, author of *The Dairyman's Daughter*, was born in a house in St Paul's Square, opposite St Paul's Church. In Duke Street, a few doors below Slater Street, is the house where the poetess, Felicia Dorothea Browne, afterwards known as Mrs Hemans, was born. She subsequently lived at Wavertree.

## Principal Buildings.

The most important secular buildings in the city are—

## OFFICIAL

*Municipal Offices*, Dale Street  
*Central Police Station* Dale Street  
*County Sessions House*, William Brown Street  
*Free Public Library and Museum*, William Brown Street

*Pluton Reference Library*, William Brown Street  
*St George's Hall*, Lime Street  
*School Board Offices*, Sir Thomas Street  
*Town Hall*, Castle Street

## COMMERCIAL

*Corn Exchange*, Brunswick Street  
*Custom House*, Canning Place  
*Exchange Buildings*, Castle Street

*New Post Office*, Victoria Street  
*Revenue Buildings*, Victoria Street  
*Sailors' Home*, Paradise Street

## PLACES OF AMUSEMENT

The chief places of amusement are as under —

*Adelphi Theatre*, Christian Street  
*Breck Music Hall*, Breck Road  
*Grand Theatre*, Paradise Street  
*Lyrlo Theatre*, Everton Valley  
*New Empire Theatre*, Lime Street  
*Paddington Palace*, Edgehill  
*Parthenon Music Hall*, Great Charlotte Street  
*Philharmonic Hall*, Hope Street  
*Prince of Wales Theatre*, Clayton Sq

*Rotunda Theatre*, Scotland Road  
*Royal Court Theatre*, Great Charlotte Street  
*St George's Hall*, Lime Street  
*St James's Hall*, Lime Street  
*Sefton Theatre*, Park Road  
*Shakespeare Theatre*, Fraser Street  
*Star Theatre*, Williamson Square  
*Theatre Royal*, Birkenhead  
*The Palace*, New Brighton

## Educational

The educational requirements of the city are entrusted to a School Board of fifteen members, formed soon after the passing of the Elementary Education Act in 1870. Unlike many other towns, Liverpool has no grammar school of ancient date. To adapt Lord Lyttleton's words, "no pious founder has left the trace of his dead hand on the town, nor has royal munificence supplied the defect." But the energy of the inhabitants has provided the necessary schools. Most of the places of worship have day or Sunday schools connected with them, and such establish-

\* Though there is now no public grammar school in Liverpool, there was of old, connected with the chantry of St Katherine, attached to St Nicholas' Church (founded by John Crosse, who was mayor of Liverpool in 1566)—"a school of grammer free to all childreenn bearing the name of Crosse, and poore childreenn." It existed till 1803. The original school-house stood in St Nicholas' churchyard, but in 1720 it was removed to a small edifice in School Lane, near the spot where the present Blue-Coat School stands.

ments as the *Blue-Coat Hospital*, the *Liverpool College*, *Victoria University*, and the *Liverpool Institute Schools* for



CASTLE STREET AND THE TOWN HALL

classical and technical education, *Walker's Laboratories, &c*, and many others attest the liberality of Liverpool's citizens



in this respect A *College for Girls* (Grove Street), in addition to the *Liverpool Institute Girls' School*, Blackburn House, was opened by the Countess of Derby, October 29, 1878 *University College*, the chief educational building, dates only from 1882 An important institution, the *Nautical College*, in Colquitt Street, was opened in 1892 The *School of Science, Technology, and Art* has numerous classes in ten districts throughout the city

### • The Vyrnwy Waterworks

The water supply of Liverpool is among the best in the kingdom There is a constant and abundant supply of pure water for domestic, manufacturing, and shipping purposes This was not always the case Recent excavations show that the water used to be distributed in the city through "pipes" formed by the hollowing out of trees The Corporation afterwards secured the Rivington Pike, where a great reservoir was constructed But with the growth of the city, and particularly in dry seasons, this supply was not adequate to the requirements The well system of supply was advocated by the late Mr Robertson Gladstone (brother of the great statesman), Mr Alderman William Bennett, and other members of the Liverpool Corporation Consequently great wells were bored at Bootle, Tuebrook, Woolton Road, and other places, pumping machinery and works erected, and from these sources a supplemental supply was obtained But the area of Liverpool extended, its trade and population vastly increased There were seasons of drought, and great inconvenience and no little danger was experienced at the time from the scarcity of water This was felt on every side, and a better supply was clamoured for Thanks to modern skill, science, mechanical appliances, energy, and corporate enterprise, the desired result, so far as Liverpool and district are concerned, has been attained It has been accomplished by the Vyrnwy Waterworks in North Wales, one of the greatest achievements of modern times, dwarfing by comparison those stupendous aqueducts that Prescott describes as having existed in ancient Peru.



*Poulton & Son*

THE DAM, LAKE VYRNWY

*Use Kent*

These waterworks, commenced in July, 1881, are visited by thousands of persons—many from America and the continent—every summer. There is an excellent hotel there

With regard to Vyrnwy Waterworks—the chief source of Liverpool's supply—the first point (as described by an expert) which strikes one is that the ground now covered by the great Lake Vyrnwy should once have been the site of the hamlet of Llanwddyn, one of those quiet little communities which are often found nestling in valleys or on the hillsides. About forty houses, a parish church, two chapels, a school-house, a hotel (so called), and two public-houses, comprised all the buildings in the valley of Vyrnwy, now no trace of them remains.

Everything valuable having been removed, the mode of destruction was to fire each building with branches of trees and timber in order to disinfect it. Day after day, therefore, the two hundred inhabitants, for whom a dwelling-place had to be found elsewhere, witnessed the spectacle of a bonfire being made of the old homesteads which their families had occupied, probably for generations. The remains of the dead were treated with every respect, and the greatest care was taken in removing the bodies from the burial-places and replacing them in a new cemetery in the same relative positions they had occupied in the old. A handsome new church was built, at a point on the lower side of the masonry dam, and above the level of the lake, and another village was founded.

The latter, however, resolved itself merely into a question of the settlement of a few families. A good many of the old people died off by degrees, and for the able bodied employment was found, whilst others left the neighbourhood to seek their fortunes elsewhere, for after all, it was the commencement of the works which opened the eyes of the peaceful and contented villagers to the fact that there was a world beyond Llanwddyn. If those who thus departed from the scene of their childhood were to return, how wonderful to them would be the transformation! Gone the thatched cottages, the green fields and the hillside walks, and in their place a vast sheet of water—for the surface area of Lake Vyrnwy is not less than 1 121 acres, its length being four and three-quarter miles, with a width of from a quarter to five-eighths of a mile. Its level is 825 feet above the sea, and in parts it is as deep as eighty-four feet.

To show the immense capacity of Vyrnwy it is only necessary to state that the volume of water contained above the level (down from which 40,000,000 gallons a day may be drawn for Liverpool) is 12,131,000,000 gallons.

Undoubtedly the distinctive feature of the work is the great masonry Dam, which in this country at least, is unique, very few valleys affording opportunities for the construction of masonry dams instead of earthen dams, such as are used at Rivington and

elsewhere. Although an earthen dam was shown on the Parliamentary plans, both the late Mr Hawkesley, the eminent engineer, and Mr Deacon, the then water engineer to the Liverpool Corporation, felt that, having regard to the fact that Liverpool would have only one great reservoir in Wales, and that everything would be dependent upon its stability, it was desirable that the dam should be of such construction that no flood, however abnormal, could possibly do it any damage. Doubts having been thrown during the course of the work upon the mode of construction adopted by Mr Deacon, the independent testimony was obtained of General Sir Andrew Clark, R E, then Inspector-General of Fortifications, who paid a visit to the valley of the Vyrnwy. At Mr Deacon's suggestion a deep shaft was sunk and a heading driven through the already constructed masonry, in order that Sir Andrew might personally see everything that had been done. The report of this eminent authority was strongly in favour of the work—"nothing short of an earthquake could damage it." Under these circumstances, upon Mr Hawkesley's retirement from the engineership, Mr Deacon was appointed sole engineer, a position he occupied for some years. In the design of the dam appearances have been considered as well as utility, but those who have seen it are satisfied that the grandeur of the effect produced arises more from the massiveness and appropriateness of the structure than from any ornamentation that has been adopted. An idea of the gigantic proportions of the dam will be apparent from the fact that the masonry in it reaches the enormous weight of 510,000 tons. The general dimensions are —

	Feet
Length from rock to rock	1,172
Height from lowest part of foundation to parapet of carriage-way	161
Height from bed of river to parapet of carriage-way	101
Height from river bed to sill forming the central arches of viaduct (this is the maximum depth of the lake when on the point of overflowing)	84
Greatest thickness at base	120
Width of roadway between parapets	19 10

Another object which attracts attention is the **Straining Tower**, a building in the picturesque German Gothic style, standing out in the lake at a considerable distance from the shore, and approached by a four-arched bridge.

The tower performs two important functions—the first is to collect the water at a point in the lake furthest from any tributary stream, the flood waters of which might make it turbid, the second to strain the water before passing it to the filter beds. Whatever may be the level of the water in the lake, the water is collected at a few feet below the surface, as at this depth it is found to be the purest. It is then strained through copper

wire gauze having ten thousand holes to the square inch, and of course upon this gauze all visible suspended matter is deposited

The total cost has reached the sum of £2,132,867 The water from Vyrnwy is conveyed to Liverpool by great pipe lines This was a work of extreme difficulty, particularly in carrying a part of the pipe line under the river Mersey The distance from the straining tower to the Prescot reservoirs, outside Liverpool, is sixty-eight miles, and thence to the Town Hall, Liverpool, an additional nine miles, in all seventy-seven miles From the lowest available point in Lake Vyrnwy to the top water level in the Prescot reservoirs the fall is 496 feet, giving an average fall, or hydraulic gradient, of about seven and a half feet per mile

Since the Lake Vyrnwy Waterworks were constructed, Birmingham has followed Liverpool's example and gone to Wales for a pure supply The district so "tapped" lies some distance south of Lake Vyrnwy, in Central Wales, and includes the valleys of the Elan and the Claerwen The works will not be complete for some years

Yet another thirsty applicant for Welsh water is London If the London County Council have their way, the metropolitan water scheme will eclipse in magnitude the Liverpool and Birmingham works put together, and will necessitate the construction not of one only, but of three or four artificial lakes









*Brown, Barnes & Bell*]

[Liverpool]

THE CENTRAL STATION, RANELAGH STREET

## CHAPTER II

### RAILWAY FACILITIES, CANALS, TRAMS, FERRIES, &c



WHEN we consider that Liverpool handles more than 28 per cent. of the total transits of the Empire in commerce, and the greatest bulk of the Atlantic, Canadian, and West African traffic in passengers, it is not hard to realise the vast railway resources which are called into play. During almost every week in the year thousands of cattle and sheep arriving from abroad are killed in the lairages at Birkenhead and carried by rail to different parts of the kingdom. This in itself involves special railway accommodation of an extensive character. But probably the most interesting side of railway enterprise in the city is that relating to the Atlantic passenger trade. In the early months of the year hundreds of emigrants—representatives of all Continental nations—arrive in the



city en route for the land of the "mighty dollar" Nothing could be more picturesque than the sight which these strangers present, as they wander about the streets in their curious garbs. The Cunard and the White Star lines had until recent years almost the complete monopoly of the traffic. But competition of a keen character sprang up elsewhere. Stimulated by the local shipowners, the London and North-Western Railway Company therefore constructed the famous—

### • Riverside Station

This is an exceedingly large double platform terminus, erected practically on the pier and within about two hundred feet of the Prince's landing-stage, where the leviathans of the Atlantic trade moor for the embarkation and landing of passengers. So far as Liverpool is concerned—and to a great extent so far as England is concerned—this new station will change the trend of Atlantic passenger trade. Formerly the thousands of travellers to or from America came to either of the three large stations in the centre of the city, and many tradesmen and hotel keepers received considerable revenue from such customers. Now all is changed, and the tradesmen complain thereof with reasonable bitterness. Immediately one of the great ocean liners comes alongside the stage a special train may be noticed waiting at the Riverside Station—and within half an hour it will generally be steaming away at express speed for London, carrying some hundreds of passengers. Other trains leave later, some to midland towns, but most of them to Hull for the accommodation of Continental people returning home.

There is another feature in railway accommodation which strikes visitors to Liverpool as unique. This is—

### The Overhead Electric Railway.

It is a magnificent piece of work which has special attractions to the public as well as to railway men interested in electric traction. Any one paying a visit to the city could certainly not do better than take a ride on this line.

It traverses the whole length of the docks, seven miles, from north to south, and from the windows of the comfortable carriages one can get not only a view of the Mersey, with its crowds of vessels, but of the vast warehouses which stamp the port as the largest shipping centre in the world. There are about twelve stations on the line, and trains run every five minutes. The fares are the same for the whole or part of the journey—twopence and threepence. This railway was the first public one of its kind constructed in Europe, and is in rather curious keeping with the historical fact that one of the first railway systems in the United Kingdom was constructed between Liverpool and Manchester. It is also somewhat curious that while the growth of business between the two cities was largely the cause of this early railway being opened, the pressure of trade to-day is responsible for the advocacy by many leading Liverpool merchants of a service of heavy motor traction cars to carry goods along the splendid highway to Manchester, at a cost considerably below the railway rates.

There can be little doubt that, with the exception of the Metropolis, no city in the United Kingdom is better provided with railway accommodation. What a network of rails there is about the city—though not visible to any one walking or riding in the principal streets—may be realised from the fact that in what is known as the Liverpool district there are no less than 108 stations. The city also boasts the terminal stations of the London and North-Western, the Cheshire Lines, Midland, and the Lancashire and Yorkshire Railways, while through bookings may be had by trains belonging to any of the great railways of the country from either of the three principal stations, viz. The London and North-Western Lime Street Station, the Cheshire Lines Central Station in Ranelagh Street, or the Lancashire and Yorkshire Exchange Station in Tithebarn Street.

### **The London and North-Western Station.**

The chief station of the London and North-Western Railway in the city is the **Lime Street Terminus**,

which is practically in the centre of Liverpool. It forms the east side of the widest street in Liverpool, namely, Lime Street, and immediately faces St George's Hall—one of the best examples of Corinthian architecture in Europe. Adjacent to the station is the beautiful and imposing hotel of the Company, one of the largest of its kind in England. The line from Liverpool to Manchester was the commencement of the present vast system. Each day several express trains run from this station to and from London, as well as to the north, and to most of the chief Midland towns. Coming out of the terminus all trains run for about a mile through what is a combination of a tunnel and a deep, open cutting to **Edge Hill** station. Just beyond this point the rails diverge in a fan-like fashion, and thus are formed routes which run to various parts of the country. Connected with the main line there are district stations at different points of the dock estate whence the heavy and diverse cargoes, of merchandise are "railed" to different parts of the country or are brought for shipment. Within a distance of thirteen miles from Lime Street a passenger going to the Metropolis, or to most of the Midland towns, will have an opportunity of viewing two extraordinary examples of engineering skill. The first is **Runcorn Bridge**. This is *en route* for the Metropolis *via* Crewe. The structure—which crosses the Mersey—is in all two miles long and has a general altitude of over eighty feet. This is the only bridge spanning the river between Liverpool and Warrington, which by the course of the river is a distance of thirty miles. Passengers for Warwick, Stratford-on-Avon, Kenilworth, Rugby, London, &c, travel over this magnificent structure. A very large number of the passengers, by the way, who travel from Liverpool to these historic places are American visitors, whose ambition to visit the home of Shakespeare is almost always as keen as their desire to see the "greatest city in the world." As the trains are crossing the last spans of the bridge there is opened up a view of a considerable portion of that gigantic undertaking, the **Manchester Ship Canal**. The best view of this, how-



*[ Frith & Co Ltd ]*

**BRIDGE OVER THE MERSEY AT RUNCORN**

*[ Reigate ]*

ever, may be obtained from the branch route which passes through Latchford, near Warrington. Here one may obtain a glimpse of the swing bridge for the conveyance of the enormous traffic over the canal into the high-road to Chester at Stockton Heath, of the railway bridge which crosses the waterway at Latchford, and the extensive locks which are adjacent. The canal is about thirty-two feet deep, and ocean-going ships pass along it to and from Manchester, every day. It was originally intended to construct a set of docks at Warrington, but this, so far, has not been carried out.

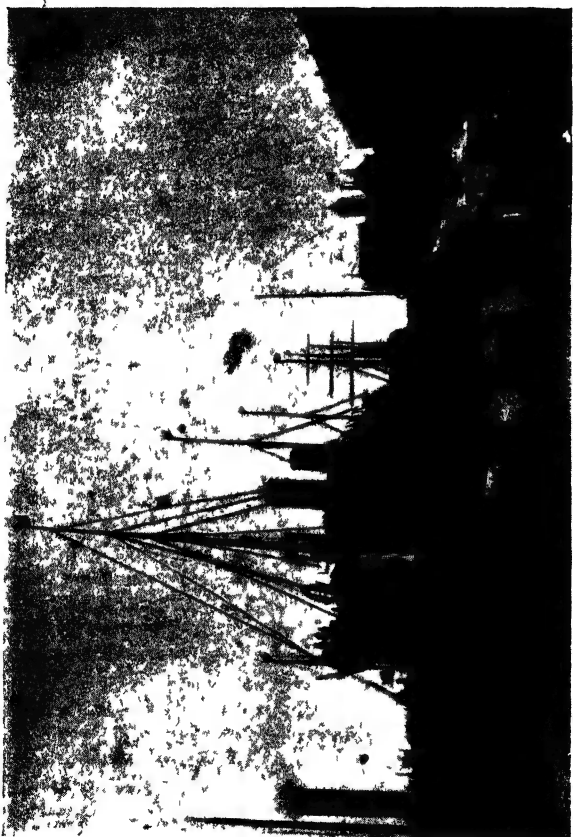
**Warrington**, it may be said, is one of the grimmest manufacturing towns of Lancashire, and contains two of the largest iron foundries of the world, yet the place is full of historical romance. During the Civil War, Cromwell and his army were in the town and demolished a great portion of the parish church. There then existed—and as a matter of fact still exists—a subterranean passage from Friars Green to the church, the distance of this underground way being quite a mile. The first stage coach in the North of England ran from the Lion Hotel, Warrington, the first evening newspaper in the provinces was published in the town, and at the Eagle and Child Hotel, Lord Byron stayed during a brief separation from his wife, who, however, traced and followed him there.

### **The Cheshire Lines Station**

The **Central Station**, which is the headquarters of the Cheshire Lines Committee, is within four minutes' walk from the Lime Street Station. To and from this station runs probably the smartest service of express trains in existence. This is between Liverpool and Manchester. The distance is thirty-six miles and it is accomplished in forty minutes. There are hourly express trains which stop at Warrington, and take about five minutes longer to accomplish the journey. Similar trains run on the North-Western line. There are also numerous trains which stop at intermediate stations, while trains run on a branch line to the charming and salubrious resort of Southport, which is known for the

mildness of its air as well as for the "selectness" of its visitors

The **Midland Railway** is brought into direct communi-



[ Liverpool ]

THE "MAJESTIC," OUTWARD BOUND

[ Brown, Barnes & Bell ]

cation with Liverpool by the Cheshire Lines station in Ranelagh Street. From this terminus there runs a frequent, rapid, and most comfortable service of trains to

the Metropolis, while the route is a popular one to Derby, Leicester, Bedford, &c. The most engaging feature of the route is the beautiful scenery to be observed on entering Derbyshire. The line traverses a piece of hilly country which may truly be described as one of the most picturesque in the British Isles. The famous inland watering-places of Buxton and Matlock are reached by means of a branch line. To the whole of this district cheap and frequent trains run from Liverpool. Accessible from stations on the same line are the Caves of Castleton, Chee Tor, Monsal Dale, Haddon Hall, and many other places of considerable attractiveness, all of which are fully described in the *Guides to Buxton and Matlock* in this series.

### **The Lancashire and Yorkshire Station**

The **Exchange Station** is the terminus of the Lancashire and Yorkshire Railway, and is situated practically within a stone's throw of the Exchange Flags, the chief shipping offices, and the most important mercantile quarter of the city. The most popular section of this service is the route to Southport. Along this line there are some of the prettiest and healthiest residential places imaginable, all overlooking the mouth of the Mersey. The most direct and rapid routes to Lancaster, Morecambe, Barrow, the Lake District, and Glasgow are supplied by the same company, which, by the way, runs express trains to and from Manchester, Halifax, Bradford, Leeds, Newcastle, York, Scarborough and other places on the north-eastern coast. There is also an excellent and cheap service of trains to Blackpool, forty-seven miles away.

The **Great Western Railway** has its terminus at Birkenhead, which is easily reached from Liverpool by the *Mersey Railway* (which runs beneath the river) or by the ferry boats which sail every five minutes from the Prince's landing-stage. This is the quickest route to Chester and to the principal towns in North Wales. By the same route there is an excellent service of trains to the Severn Valley, as well as through the southern portion of the Midland counties, touching Stratford-on-Avon, &c,

The Great Northern Railway conducts travellers without change to King's Cross Station, London, by means of the junction with the Cheshire Lines and the Great Central Railways. By way of the same junction there are excellent services over the Border Bridge into Scotland.

### Railway Fares

The following list of fares from Liverpool will show how cheap it is to travel to and from some of the most interesting towns in the kingdom. The fares are of course liable to alteration, and are only given here as specimens. They should be verified by reference to current time-tables.

Fares to—	Distance Miles	Single			Return		
		First Class	Second Class	Third Class	First Class	Second Class	Third Class
Aberystwith	119½	20/2	14 -	10 -	33/8	23/7	
Bath	180	25/3	21/9	14/1½	50/6	40/3	28/3
Blackpool	47	6	5 -	3/11	10 -	8/6	6/6
Bristol	168½	24/7	20/3	13/9	49/2	40/-	27/6
Buxton	54½	8 -	6 -	4/5	15/2	10/8	8/3
Carlisle	119	18/11	13 -	9/11	34/10	23/8	19/1
Chester	17	2/7	2/1	1/5	4/5	3/8	2/10
Conwy	62	11/6	9/2	6/6	19/3	15/6	12
Crewe	45	7 -	5/3	3/6	12	9	7
Derby	81½	12/3	9/8	7/4½	24/6	19/4	14/9
Durham	156½	23/2	17/9	11/11	41/1	31/7	23/1
Edinburgh	219	35/11	25 -	18/3	60	41/9	34/2
Glasgow	180	33 -	23/3	15 -	55	38/9	30
Harrogate	90½	14/4	11/3	7/7	24/2	18/9	14/6
Holyhead	103	18/11	14/10	7/6	31/6	24/9	12
Hull	121½	17/9	14/7	9/11½	32/5	25/5	19/5
Leamington	105	16/9	12/10	9/2	30/11	23/2	18/4
Leeds	72½	12/6	9/3	6/1	19/9	14/9	11/6
London	201	29 -	21/9	16/6	58	43/6	33
Manchester	31½	5/6	4 -	2/6	8	6	4/6
Newcastle-on-Tyne	173½	25/5	19/7	13/4½	45/7	35/3	26
Penrith	101½	18/10	11	8/5	31/6	19/9	16/1
Plymouth	297½	52/7	40/9	24/5	95	73/4	48/10
Portsmouth	241½	40/7	30/2	20/6	72/11	54/2	41
Preston	28	4/6	3/5	2/5	7/3	5/5	4/1
Scarborough	140½	21/4	16/8	11/7	37/5	29/7	22/7
Southport	15	2 -	1/8	1/3	3/6	2/9	2/1
Warwick	105	16/9	12/10	9/2	30/11	23/2	
Warrington	18	2/10		1/6	4/6		2/6
Windermere	79	14/2	10/1	6/7	23/6	16/8	12/5
York	98	15/10	12/-	8/1½	26/5	20/3	15/7



### The Vehicular Traffic of the City

To the various parts of the city there is a system of omnibuses and trams. These were owned by a company, but the Corporation recently obtained an Act of Parliament empowering them to purchase the system. They have already, to some extent, supplanted the old horse-power cars with electric cars. The fares have been lowered, and penny charges have been made more common.

#### The Tram Cars

were purchased in 1898 by the Liverpool Corporation, the sum paid for the system being £600,000. Further powers were obtained for the purpose of widening certain of the chief thoroughfares—Renshaw Street and Berry Street being among the most notable—and to borrow money to establish a system of electric trams on the “trolley” plan. The work was commenced in May of the same year by the construction of an experimental line from the Dingle, a residential district in the south end, to St George’s Church. This electric tram-line has been extended from the Dingle *via* Aigburth Road to the municipal boundary at Aigburth Vale. A branch leaves the line at Warwick Street, proceeding along Princes Road and Croxteth Road to Lodge Lane. While this piece of experimental work was being proceeded with—greatly through the instrumentality of the late Sir Arthur B. Forwood, who had made a close study of the system in America—the City Council set about reorganising the lines and fares. Formerly the trams, considerably to the inconvenience of the public, were only run practically from south to north and north-east. The Corporation quickly put on ‘buses to run in a cross-city direction, pending the completion of a system of new lines. But, most important and necessary of all, they closely examined and improved the charges. Not only among public men, but among the community generally, there was a feeling that the old scale of charges was based on a ridiculous system. On one route, chiefly patronised

early in the morning by working men residing at the east end of the city, a charge of twopence was made up to a certain hour in the morning, and when the general public began to be astir, the fare was increased to threepence. To travel from one point to another a short distance in the business portion of the town a person would be charged twopence. Indeed, a great portion of the vast multitude of workers passing to and from the business centres paid excessive fares or had to walk. All this the Corporation abolished by establishing a universal scale, which from the starting-points in the city towards the suburbs is a penny for each stage of about one mile.

### **Cabs**

in Liverpool are very numerous, and for the most part are well appointed, being under the strict supervision of the Hackney Carriage Committee of the Corporation. In view of the fact that there is throughout the year a constant stream of sailors, foreign emigrants and immigrants passing with their luggage to and from the landing-stage, the docks, and the railway stations, this control exercised by the Hackney Carriage Department is very onerous, and the City Council have to take special care in selecting the officers who maintain the administration of the bye-laws which regulate the speed of travelling, the prices to be charged, and the general obligations which are placed on the Jehus for the protection of "fares." The following is the authorised rate of charges —

For one or more passengers, 1 per mile and 6d for each additional half mile or lesser portion thereof

By time 6d for every fifteen minutes or lesser portion thereof

After midnight and up till 6 o a m, 1s 6d per mile, and 9d for each additional half-mile or lesser portion thereof

Luggage not exceeding 2 cwt is included in these charges

### **Cross-River Traffic**

The ferries which ply from the Liverpool landing-stage to the Cheshire side of the Mersey, form probably the most popular and extensive system in the world. They ply to and from Birkenhead, Eastham, Egremont, New Ferry,

**Seacombe, and New Brighton** All these places are beautifully situated, and the fares to them range from one penny to fourpence, the boats running every five or ten minutes. The places mentioned have become extensively populated residential districts, and during the summer months are also daily visited by excursionists. This is particularly so in the case of New Brighton, which, after Blackpool, is the most popular seaside resort of Lancashire. The steamers are powerfully built, for the Mersey in times of big tides and strong winds becomes exceedingly rough.

### Steamers

run daily to Dublin, Belfast, Isle of Man, and the North Wales ports, and constitute an immense passenger trade, apart altogether from the regular sailings of steamers to Continental, American, Canadian, and African ports. Almost all, like the ferry boats and coastwise boats alluded to, embark or discharge their passengers at the landing-stage. It should be mentioned that the fares on the coastwise steamers are exceedingly low, and holiday seekers may enjoy fairly long sea trips, and all the advantages of popular resorts for very small payments.





*James Smith*

A FERRY BOAT

*[Liverpool]*

### CHAPTER III

#### PLEASURABLE POINTS ON THE RIVER

**F**OLLOWING the chapter concerning the facilities for travel to, from, and in the city it may not be out of place, before describing Liverpool itself, to indicate here some of the spots in the locality which are worthy of a visit. In points of local attraction it would be difficult to name a rival to Liverpool. Chief among these places is—

#### **New Brighton**

Despite the fact that this watering place has been described as a somewhat ignoble "twin" to the Brighton of the south, it is a most extensively patronised holiday-ground. And it has every claim to such patronage. True it is no place of fashionable resort, except so far as the fortunate few who hold the summer tenancy of good houses in the vicinity are concerned. By them it is valued

for what it is worth one of the healthiest spots on the British coast. It enjoys the fresh breezes from the Irish Sea, and commands a full view of the Welsh mountains in clear weather. The air is strong and invigorating. Apart from the health-giving point of view, the situation is most advantageous for maritime sightseeing. From the pier or the slight cliffs a constant stream of ocean-going shipping is to be seen. Large, handsome sailing vessels—for choice perhaps the American clipper-built barques and full-rigged sailing ships—may be seen entering and leaving the river, gliding with stately swiftness under a cloud of white, swelling canvas. Strange looking craft from Scandinavia, Russia, and France there are, looking very antiquated and slow in comparison to our later-built ships. But grandest sights of all are those which may be witnessed when the great Atlantic liners—veritable cities afloat—go up or down the river. One may spend hours of delightful recreation in watching this traffic alone.

The great popularity of the place, however, rests not only with Liverpool people. The real patrons are essentially the operatives from the cotton factories, forges, collieries, and manufactories of the inland towns of Lancashire. Just as we are told that the young man's thoughts in spring turn lightly to the topic of love, so may it be said that the Lancashire operative's thoughts turn to New Brighton. Not that he visits the place at that period. He commences to "save up" each week a small fraction of his and his family's earnings for summer excursions to the place of his heart's desire. Thousands of such excursionists arrive in Liverpool by special trains on almost every Saturday, and on every holiday during the summer. The fare from Liverpool to New Brighton by the swift and commodious line of steamers which sail every few minutes from the landing-stage is threepence. At the end of the journey passengers are landed on a very large and stoutly-built iron and wood—

### **Pier and Promenade.**

It is 560 feet in length, 50 feet from the water to the main



[I overpool

# THE RED NOSES, NEW BRIGHTON

Brown Barnes & Bell ]

deck, and it has a tower built on the main deck 60 feet in height. The width of the deck broadens from 75 feet to 130 feet. This deck is a most popular promenade, and those using it generally have the advantage of hearing some good music from the bandstand. There are spacious saloons, refreshment rooms, and waiting rooms, while plate-glass wind-screens protect the promenade and enable the visitor to "take the air" and watch the traffic of the river with comfort even in the roughest weather. There is also an upper promenade deck 180 feet long and 20 feet wide, and above this a look-out deck 15 feet long and 15 feet wide. From this point, with the aid of a good telescope, it is possible to look over many miles of the Irish Sea, and of the north western portion of Wales. The landing-stage attached to the foot of the promenade is 74 yards long and 13 yards broad, is supported on great iron pontoons, and is coupled to the promenade by a bridge which rises and falls with the tide.

Leaving the promenade and landing-stage the visitor finds himself on the **Egg and Ham Terrace**. This is a parade which skirts the shore for about a quarter of a mile. It obtains its name from the fact that numerous tea and refreshment rooms have been erected on it, where the staple dish offered to tempt the taste of the holiday-maker is that of ham and eggs. From this terrace—on which, by the way, there is no great joy in walking, owing to the delicate attentions of the swarm of tea-house touts—it is possible to descend to the yellow sands of the shore, which have a stretch of over two miles. The sights here are varied and interesting. On the line where water and sands meet may be seen during any fine day dozens of children, frequently accompanied by their parents, who engage in the same pastime—"paddling" with their shoes and stockings off. At different points on the shore may be seen minstrel troupes, phrenologists, preachers, vendors of oysters, and so forth. The great attraction of the shore is—

The **Rock Battery**, a formidable-looking fortification, not far from the pier. It is formed of red sandstone, covers an area of nearly four thousand yards, and was built during

the early part of the century At high tide it is surrounded entirely by the sea, and during the stormy times of winter when the wind howls about the embrasures, and the great rollers dash against the walls of the fort, it becomes a dismal place to live in and a no less dismal place to look at It is mounted with about twenty guns of large type, and from it are worked numerous submarine mines which are calculated to be more than sufficient to wreck an invading fleet The battery is reached from the mainland by a drawbridge

The **Rock Lighthouse** stands a short distance seaward from the battery When the tide is out it is possible to walk to this pharos and, if one has the necessary permit, to inspect it This, however, is not an unmixed pleasure to most people, and to ladies the achievement is almost out of the question One has to ascend an iron ladder some forty or fifty feet in height, fixed into the outside wall of the lighthouse At the summit there is an awkward corner to get over before one can enter the section of the structure where the engine and revolving lamps are to be seen To those who do not mind the climb the journey is well worth undertaking

### **New Brighton Tower and Grounds**

may now be regarded as the principal attraction of the place The tower is modelled on the Eiffel tower, and is upwards of 562 feet in height The grounds have become very popular for athletic meetings The cycle track is declared to be second to none in the kingdom

The **Palace and Winter Gardens** may certainly claim to be the next important point of attraction They are situated a short distance from the pier, and include a skating rink, dancing saloon, aquarium, theatre, and concert room, besides greenhouses and salt-water baths

The visitor may wend his way westward along the shore for about three miles, passing the remarkable group of rocks known as the **Red Noses**, which have a carpet of clean, bright, and level sand

**Leasowe Castle** is a fine old building, situated between



the rivers Dee and Mersey, and now converted into a first-class hotel. Formerly known as *Mock Beggars Hall*, the castle is said to have been built by one of the Earls of Derby, in the reign of Elizabeth, in order to facilitate his attendance at the annual races which were held here for some years, and finally discontinued in 1760. At one of these races, the Duke of Monmouth (son of Charles II) rode his own horse and won the plate, which he bestowed on his god-child, a daughter of the Mayor of Chester. The tower of the castle is octagonal in form, and its windows on every side afford extensive views of the surrounding country. In the interior may be seen the fittings of the famous Star Chamber, removed hither from Westminster, and a curious picture of the races, in which are introduced portraits of James I and his consort.

Naturalists are greatly interested in the remains of a **Submarine Forest**, to be found near Leasowe Castle, on the sides and bottom of Wallasey Creek. The horns of the red deer and the skulls and horns of two species of the wild ox have been discovered in it, and in 1864, there was found here an entire human skeleton, covered by zoophytes and barnacles.

Leaving Leasowe, we may reach Birkenhead over **Bidston Hill**, upon which is a fine observatory. The prospect from the hill is the finest for many miles round. Its elevated situation is regarded as most advantageous for astronomical purposes.

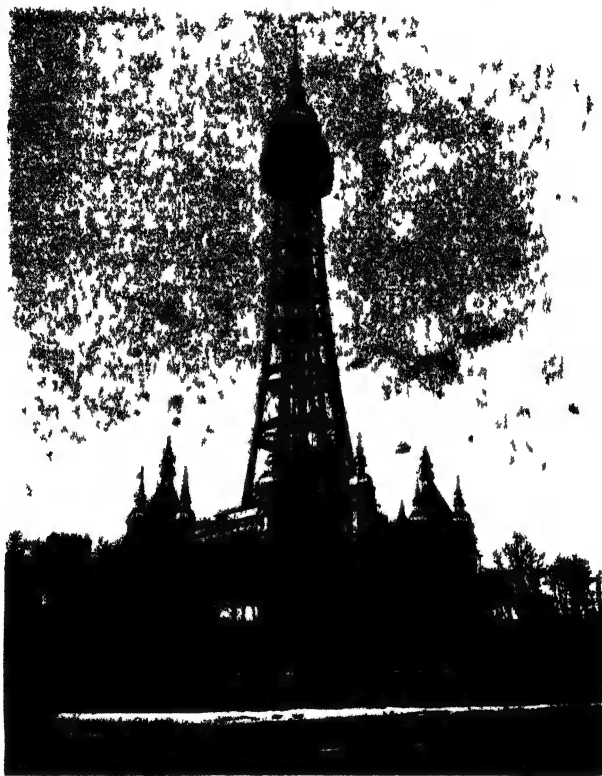
**Bidston** is a small village, three miles to the north-west of Birkenhead. The church, which, with the exception of the tower, was rebuilt in 1856, stands on a considerable elevation, so that it is a landmark for the neighbourhood.

**Wallasey** takes its name from the pool in which are the Birkenhead docks.

#### EGREMONT AND THE MARINERS' HOME

Keeping to the shore and proceeding *up* the river from New Brighton, two very charming points are reached. **Egremont** is the first. It is a marine residential town, and one of the most delightful suburbs of Liverpool.

There is a regular and a constant service of ferry steamers between its pier and Liverpool landing-stage. The journey only occupies a few minutes, and the fare is twopence.



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*[Liverpool]*

**THE NEW BRIGHTON TOWER**

On the cone of a hill overlooking the river, and secluded by a well-kept shrubbery, is that beneficent institution known as the **Liverpool Homes for Aged Mariners**. It was established to provide homes for worn-out seamen.

and their wives and daughters, or the widows of seamen. The style of architecture is Gothic, the material being red brick with freestone dressings. There is an attractive tower—a solace to the old mariners as a “look out”—and about fourteen pretty cottage homes. In the central part of the building on which the tower is constructed the single men and widowers live, while the cottages are occupied by married people and widows. A foundation stone in the central building bears the following inscription: “Home for Aged Mariners, A.D. 1882, erected by William Cliff, merchant, of Liverpool, to the memory of his daughter, Rosa Webster. ‘So he bringeth them to their desired haven.’ This foundation stone was laid by Mary Ann, wife of William Cliff, the donor of the building, October 16, 1880.”

### Seacombe

Continuing along a well-kept esplanade beautified with trees and shrubs, and reached by the spray of the breakers in rough weather, Seacombe is quickly reached. This is a populous and pleasant homeland for middle-class business men and clerks. It has a prominent and strong pier, between which point and the Liverpool landing-stage ferry boats ply every five minutes, the fare being one penny. The township is within easy access of Birkenhead docks, and is considered one of the healthiest spots in the north.

### TO EASTHAM.—A PLEASANT SAIL.

Still continuing along the river inland, but passing Birkenhead, with which place we deal elsewhere (see p. 164), a picture of much beauty and interest is observed. A more pleasant trip could not be desired than that to Eastham, which is to the Mersey what Richmond is to the Thames. Let the pleasure-seeker embark on one of the smart steamers which run at frequent intervals during the summer months from the landing-stage. The fare is only fourpence. For the first quarter of a mile the craft keeps inshore, and an excellent glimpse is obtained, as she passes near their walls, of some of the oldest

Liverpool docks and shipbuilding yards. These were once the glory of the port and the envy of other maritime places. Now they are practically obsolete, and though under the inexorable march of progress they will be forced out of existence there will long survive, concerning them, romances of the days of privateering and grim stories of smuggling and slave-trading. A turn of the wheel soon puts the small craft into a mid-river course and brings the passengers into full touch with the remarkable sights always associated with this part of the Mersey, which is known as the *Sloyn*. Here is the anchorage of those magnificent leviathans, the Cunard, and the White Star Atlantic liners, also of the immense cattle ships which bring over from the Argentine and other places hundreds of cattle and thousands of sheep at a time, for the Birkenhead lairages. Dozens of tugs, well provisioned and with steam up, are ready at a moment's notice, in response to signals from the conning tower at the landing-stage, to sail away into mid-Atlantic, if necessary, to tow some vessel into port. But beyond all these there stand out in picturesque prominence five ancient warships—the great four-deckers which were once the wooden walls of England. To sail round them and to gaze up at their enormous sides, to note the great portholes, the quaint little lattice cabin windows, and to see the “tackle” which modern ships know no more, is to obtain inspiration for a retrospection of the romance and adventure of our most stirring naval times. The first of these vessels is the *Conway* frigate. She is used for the training of young gentlemen for the merchant service, and was presented to Liverpool by the Government in 1859. She provides some of the ablest officers in the merchant shipping trade. In company with the *Conway* there is the *Indefatigable*, on which are trained over two hundred poor boys, chiefly the orphans of seamen, to become sailors, and a fine smart lot of recruits they make for our trading ships. Lying at an adjacent anchorage are the remaining two obsolete warships, the *Akbar* and the *Clarence*, these being used as reformatory ships. By special privilege these vessels can be inspected, and in such a case it is wise to go by ferry

boat from the Liverpool landing-stage to what is known as New Ferry, which is abreast of the ships. Here a signal will, at request, be hoisted, and the visitor will in a few moments see a boat lowered from the particular vessel which has been signalled, and a crew of sturdy lads will quickly bring a boat to the jetty and take him off.

Beyond these ancient remnants of England's wooden walls the traveller on his way to Eastham sights what are known as the *Powder Hulks*. These are striking-looking fixtures in the river, painted yellow, with a startling pink band running round them. From the deck of each of these vessels rises a tall pole with a red flag of danger and a lightning conductor. Each vessel contains a hundred tons of gunpowder.

The ferry boat having passed these hulks, the shipping panorama ends. But there now rise landscape scenes of striking beauty. Looking to the left, or Lancashire side, the ground is undulating and richly wooded. A striking point is—

### Speke Hall, .

and its estate. This is a very secluded spot, "running over" with game. Peeping above the trees there may be seen the turrets of the ancient residence. Fortunate is the person who obtains permission to inspect the place. It is mentioned in the *Domesday Book* as *Spec*, as having been in the possession of a powerful Saxon thane, Uctred. In the fourteenth century it came into the hands of the Norrises of Sutton. The hall was rebuilt, and it is now a splendidly preserved specimen of half-timbered, black and white Elizabethan architecture. The traces of the ancient moat and drawbridge are still observable, while in the centre of the courtyard are two yew trees of extraordinary age, still flourishing. The great hall itself possesses many features of historic interest, notable among them being some curious pieces of wainscoting and a number of volumes said to have been brought from the royal library at Holyrood by Sir William Norris in 1544. The Hall and estate now belong to Miss Ada Watt. To reach Speke from Liverpool it is best to take train to Garston, or to Speke station.

### Hale

is a charming and secluded old-time village, which lies a short distance further up the river than Speke. Its lighthouse is a quaint-looking structure. Hale is said to be of Saxon origin. It has a very ancient church, in the burial-ground of which there may be seen the grave of a giant, known as the Child of Hale, who is reputed to have been over nine feet high, and who died in 1623. **Hale Hall** is a very ancient house. It came into the possession of the Blackburne family in the middle of the last century. Except when filled with holiday makers, the village is still and quiet, and to walk along its solitary lanes, past well stocked orchards, and waving cornfields, down to the yellow shore and the little white lighthouse, is to experience fully the charms of repose and quiet. Hale can be quickly reached from Liverpool by the North-Western line.

### Eastham

By the time the landscape denoted has been fairly observed **Eastham** ferry has been reached. Passing up the pier the visitor soon reaches the village, a rural, breezy place, resplendent with lawns, flower beds, and arbours. There are charming lanes leading into a wood which skirts the river, and in the grateful shelter of which it is pleasant on a summer's day to sit among the bracken, and watch the coming and going river life. There are also tea gardens and abundant accommodation in every way for pleasure seekers. **East Hamlet** is the name by which the place was denoted in the Domesday Book. In earlier times it was used as the stopping-point for the Chester coaches, the passengers by which, going to Liverpool, were taken by a sailing boat and had generally to put up with a four or six hours' voyage. Steam communication was opened in 1832, a growing traffic set in, and in 1874 the present pier was constructed at a cost of £6,000 by Mr T W Thompson, proprietor of the local zoological gardens and the Ferry Hotel. The *Church* of the village is a very interesting edifice. It was built in 1152, but in the seventeenth century underwent a restoration. There remain, however,

much of the furniture and many of the relics of early times. There are some noteworthy tombs of the Stanleys of Hooton within the church. The venerable yew tree in the churchyard is well worth attention. The views from the high grounds at Eastham are very fine. The combination of the East Woods of Hooton with the grand expanse of the Mersey, backed by the Edisbury Hills, form by far the most beautiful view of which the Hundred of Wirral can boast.

**Hooton** is about a mile distant. *Hooton Hall* is one of the most famous edifices of modern times in this part of Cheshire. Its picture gallery is believed to be one of the finest in the north of England. It belonged to the Naylor family, and at one time there congregated on festive occasions under its hospitable roof the flower of Lancashire and Cheshire society. Some time ago the Naylor's gave it up and, *sic transit gloria mundi*, it has passed into the hands of a syndicate, and the grounds are now used for the Wirral races. Not far away is *Poole Hall*, a quaint house twenty minutes' walk from Hooton, built in the reign of Henry VIII by Sir Thomas Poole, who was sheriff of the county, in whose family it remained till 1804.

### The Manchester Ship Canal.

Most visitors to Eastham make a special point of inspecting the locks of the Manchester Ship Canal. At this point all the incoming and outgoing vessels for the wonderful waterway have to pass through one of the three parallel locks designed for different kinds of vessels. Their dimensions are as follows: 600 feet by 80 feet, 350 feet by 50 feet, 150 feet by 30 feet. They are worked by hydraulic machinery and are separated by concrete piers of 38 feet. The journey up the Canal to Manchester, which can be undertaken by the largest vessels, is not generally considered a pleasant one by nautical men, and as there are three sets of locks to go through at different points, the "trip" is not rapid. The Canal is about thirty-two feet deep, and there are "lay bys" at several points to enable

the largest ocean-going vessels to pass each other. The merchants of Manchester are vieing hard with those of Liverpool for the cotton and iron carrying trades especially. The distance up the canal is about thirty-six miles. The total cost of this stupendous engineering triumph was £13,470,221. The vessels using the waterway are at present somewhat limited, but there can be little doubt that the course of years will result in the growth of an immense manufacturing and shipping trade along the banks of the waterway as well as at Warrington. During the summer months excursion boats run from Manchester to Liverpool. The journey is well worth undertaking by any one desirous of observing the chief points of this marvellous and costly piece of engineering. But as a simple pleasure trip the enjoyment of the journey is somewhat marred by obnoxious smells.

### **New Ferry and Rock Ferry**

Returning from Eastham to Liverpool, and on the same side as Eastham, New Ferry and Rock Ferry are passed. The former place has an iron pier 856 feet long, which was constructed at a cost of £25,000 by Mr R. A. Maclure. The village is a residential place for Liverpool merchants. **Rock Ferry**, which is adjacent, also possesses a pier. Between New Ferry and Liverpool steamers sail every half-hour.

### **Ince-Blundell and its Art Treasures**

Ince-Blundell, the residence of the Blundell family since the days of the Conquest, is near Crosby, about seven miles from Liverpool. Here, in a splendid Pantheon, are the priceless collection of statuary, and a noble picture gallery, made by Henry Blundell, who died in 1810. The statues, some six hundred in number, are chiefly ancient Greek and Roman workmanship, putting into the shade the few modern specimens by Canova, Gibson, &c. The pictures are by William of Cologne, Andrea del Sarto, Teniers, Gainsborough, Wilson, Canaletto, &c. Admission is free upon written application.





*Brown, Barnes & Bell,*

#### THE SAILORS' HOME

(See p. 84)

[*Liverpool*]

### CHAPTER IV

#### THE CENTRE OF THE CITY



**V**AST changes have taken place in the centre of the City of Liverpool within the last few years and other important changes are in progress. Parliamentary powers have recently been obtained by the Corporation for the widening of thoroughfares leading from the north to the south ends of the city. These improvements will relieve the congestion of traffic, and considerably add to the appearance of the streets. This entails great cost to the ratepayers, but the growth of the city, the development of its trade, and the traffic that has arisen have rendered such alterations imperative. Just recently, in what is called the "inner circle" of the city, the tram and 'bus service—now under the control of the

Corporation—has been increased, rails for tramcars have been laid in the leading thoroughfares, and electric cars introduced.

But most of the leading features yet remain, and are of interest to the visitor, such as St George's Hall, the Art Gallery, Free Library, Museum, the North-Western Hotel, Lime Street, Ranelagh Street, James Street and the Exchange Stations, the Town Hall, the Municipal Buildings, Police Offices, and the Markets.

### St George's Hall

This noble building in Lime Street is visited by thousands of excursionists during the year. Internally there have been some slight alterations, and externally it has been made more attractive by placing on panels that used to be vacant beautiful bas-relief sculptures in classic style. This improvement was initiated mainly by the late Councillor P. H. Rathbone, who contributed liberally to the cost. The building of St George's Hall began on the 28th of June, 1838, the day of her Majesty's coronation, and the hall was completed and opened on the 18th of September, 1854. It stands on the site of the old infirmary, lunatic asylum, and almshouses, and the cost of the building and its furniture was over £333,000. Externally, the hall is both grand and beautiful, and internally it is so fitted as to be adapted to many purposes. In it are the two assize courts, an immense hall for public meetings, and a fine concert hall. There are seven miles of pipes beneath the floors, and hot or cold air can be admitted at pleasure. The hall is one of the glories of Liverpool—a triumph of architectural art, of which Liverpoolians are justly proud.

It is built of a grey-tinted stone, and raised on a platform, which is approached by flights of steps of grand proportions. The colour of the stone harmonises well with the cold tints of English skies at all seasons of the year. The general form varies in aspect, according to the points from which the building is surveyed, from every spot, however, at which a view can be obtained, its lines

and masses combine in admirable groups. The general aspect from the south is that of an oblong Corinthian temple, with projections on the east and west sides. That on the eastern façade (Lime Street) forms a prostylar colonnade, two hundred feet long, with sixteen fluted Corinthian columns, raised upon a noble flight of steps and carrying an undecorated entablature, giving great majesty and richness to this side of the building. The panels on each side of it are ornamented with sculptures by Stirling Lee, representing the rise and progress of Justice, and the relation between the city and Industry and Commerce. In front of the colonnade are four colossal lions (each thirteen feet long and six feet high), which cost £200 each. The projection on the western side is devoid of the flight of steps, and the columns are square and plain. The length of the eastern and western façades is four hundred and fifty feet. The extreme length of the building is five hundred feet. The portico at the south end, in the opinion of the first Sir Robert Peel, forms the gem of the whole structure. It surmounts a pedestal of noble steps, a hundred and fifty feet wide, terminating in a pediment of graceful angle, the tympanum of which is enriched by a group of massive, spirited, and characteristic sculpture, designed with artistic boldness and executed with freedom and vigour. The sculpture, which fills the tympanum, is of Caen stone, executed in *alto rilievo*. It represents Britannia offering the olive branch, with the lion at her side and the Mersey flowing by her feet. On the other side, is Mercury, leading to her Asia, Europe, and America, the sword of power in her right hand, while with her left she raises Africa, who is represented in a posture of gratitude and humility, with her sons in her arms, the breaking of whose chains is the work of Britannia, to whom she points. Beyond are Bacchus, the panther, and the wine vase. The foreign commerce of the town is represented by two figures, drawing to land their several cargoes. On the right of Britannia, are the English Arts and Products, advancing to meet Apollo. Science holds the lighted torch and guides



[Dunstable

LIME STREET AND ST GEORGE'S HALL

Valentine & Sons Ltd ]

her car, and Agriculture is at her side. Behind are the plough, the spindle, and the beehive, the peasant and his child forming a group to represent the domesticity of England. Beyond is Metallurgy, forging the anchor and engaged in the fabrication of arms and machinery. On the frieze, is the inscription "*Artibus, legibus, consiliis, locum municipes constituerunt, Anno Domini MDCCCXLI*" ("To arts, to law, to assemblies, the municipality instituted this place, A.D. 1841")

Ascending the steps and entering the Great Hall, the



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THE GREAT HALL

*[Liverpool]*

visitor is surprised at its dimensions and the richness and taste with which it is ornamented. The length is a hundred and sixty-nine and the width seventy-four feet, giving sitting room for 2,500 persons. The ceiling is composed of one vast and continuous arch, its span is the whole width of the hall, its highest point being eighty-two feet from the floor. The latter is of a most elaborate and ornamental design, the encaustic tiles having cost £2,500, without the expense of laying down, it is covered by a temporary wooden floor to preserve it for state occasions. The

polished red granite columns, standing in a row on either side, with niches for statuary and marble panelled work between them, give the hall an air of lofty grandeur, the bays of the side lights are skilfully turned into minor arches. The marble balustrading in front of the galleries contrasts charmingly with the warm tints of the red granite of the piers, and the beautifully-decorated roof adds to the splendour of the hall. The *Great Organ*, one of the largest in the world, has a hundred and eight stops and eight thousand pipes. The bellows are worked by a steam engine in the vaults beneath. It was built by Willis, of London, at a cost of £10,000.

It is intended to fill the niches in the hall with *Statues*, the most prominent of those already placed being—*Sir Robert Peel*, of Carrara marble, by *Noble*, erected by subscription, *George Stephenson*, by *Gibson*, the gift to the town of the directors of the Grand Junction Railway Company, *Mr. Mayer*, the donor of the splendid "Mayer collection" of antiquities in the Museum, the great *Earl of Derby* (the "*Rupee of Debate*"), and *Sir William Brown* (founder of the Ficc Library), contributed by the Corporation, *Edward Whitley, M.P.*, *Rector Brooks*, *Rev. Dr. McNeill*, *Mr. Gladstone*, *Mr. S. R. Graves*, &c.

At the south end of this hall is a flight of steps. Ascending them we pass through ponderous brass doors of elaborate workmanship (they cost nearly £3,000) into the **Crown Court**, where criminal trials take place. The general arrangements of this court correspond with those of the **Civil Court**, at the north end of the building. Each court is about sixty feet square. It was the intention of the architect that they should both be open to the central hall, so that the judge on the bench in the one, having a clear view through the splendid vista, should be able to see his brother judge seated in the other, but this idea, being found impracticable, was abandoned. Contiguous to the Crown Court, is the *South Entrance Hall*, above which is the *Grand Jury Room*. To the west of the hall, are the *Sheriff's Court Room*, the *Library*, and the *Court of the Vice-Chancellor of the Duchy of Lancaster*. To the north, and

contiguous to the Civil Court, is the *North Hall*, over which is—

The **Concert Hall**, a gem in its way No one should leave the building without an effort to see it The immense crystal gas lustre is a striking object, but it is when the visitor inspects in detail the painting and gilding and then the hall as a whole, that he realises its delicate beauty It is elliptical, of splendid proportions, and calculated to accommodate with ease an audience of from twelve to fourteen hundred

The **North Entrance Hall** is a vestibule of great beauty and pleasing novelty of effect It is gained by a broad flight of steps, terminating in a platform, which, by means of a gallery supported on, and also carrying, a range of Doric columns, is continued round the hall On the gallery above the stairs at each side, is a beautiful and rich candelabrum, directly in front of the stair-landings are two well-modelled figures, representing Music and Dancing, and round the hall are ranged beautifully-executed casts of portions of sculpture from the frieze of the Parthenon at Athens This apartment, which in all respects is an architectural gem, forms the principal entrance to the Concert Hall

While standing on the elevated eastern colonnade of St George's Hall, the visitor has an excellent opportunity of glancing at many objects of interest in the magnificent area which stretches right and left Immediately in front is—

### **The North-Western Hotel,**

which forms part of the Lime Street station of the London and North-Western Railway It was opened on the 1st of March, 1871, having occupied more than two years in building The style of its architecture is French Renaissance The principal front is 316 feet 8 inches in length The height to the top of the main cornice is 81 feet 3 inches, there being five storeys from the ground floor, and above the cornice are rooms in the lofty roof In the centre of the building are two towers, which take the shape of a high-pitched roof, each angle terminating in a slender pinnacle They are 76 feet above the cornice, making a total height from the ground of 157 feet At the north and south corners, are similar towers, 61 feet

## **LIME STREET STATION—EMPIRE THEATRE, ETC 51**

above the cornice The interior of the hotel is in keeping with its exterior

A *Money Order and Telegraph Office* will be found under the front of the building The central hall of the hotel opens directly on to the platform of—

### **The Lime Street Railway Station**

This, though at first built on what was considered a scale more than sufficiently large for the traffic then anticipated, like most other railway stations in the kingdom, has proved altogether inadequate for its purpose, in spite of the company possessing three other stations (at Waterloo, Wapping, and Riverside), close to the docks and reached by tunnels under the greater portion of the town The Lime Street station has, in consequence, been more than once enlarged, the work necessitating the destruction of several streets and the removal and rebuilding of St Simon's Church The double roof of the station is constructed of iron and glass, and is the largest of the kind in the world The part facing the hotel consists of principals in the form of segments of a circle, stretching across half the station in one span of 223 feet, the height from the rails to the apex of the roof is seventy-five feet, and its entire length is 620 feet This portion is supported by thirty iron and seven stone columns, each of the iron columns weighing five tons, and the roof containing nearly two thousand tons of iron The second span is almost identical in proportions

Adjoining the station, to the north, and separated from it by Lord Nelson Street, is—

### **The New Empire Theatre,**

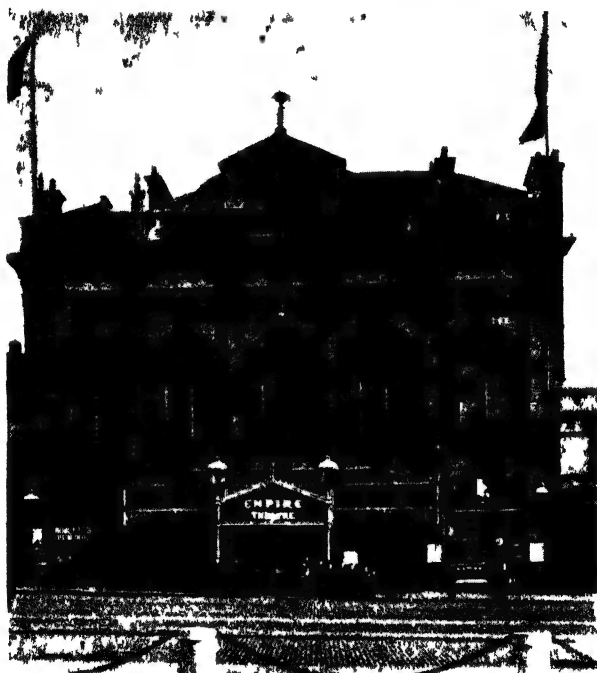
formerly known as the "Alexandria," which has a brick front of elaborate workmanship It was built in 1866, and has recently been restored and re-decorated The interior will accommodate about fifteen hundred persons

St George's Place is ornamented by several statues of distinguished personages of recent times That first erected was—



### The Equestrian Statue of the Prince Consort.

It is of bronze, and is placed upon a granite pedestal, on one side of which will be seen the following inscription "*Albert, Prince Consort born 1819, died 1861*" On the other side, we read "*This Statue of a Wise and Good*



*Brown Barnes & Bell*

*[Liverpool*

THE EMPIRE THEATRE, LIME STREET

*Prince was erected by the Corporation of Liverpool, October, 1866"* His Royal Highness sits in a manly, easy attitude, with hat in hand, and is supposed to be receiving an address The statue was modelled by Thornycroft, and cost £6,000 Immediately after its erection, Mr Thorny-

croft received a commission from the Corporation to execute—

### **The Statue of the Queen,**

for a like sum of money Her Majesty sits, whip in hand, and may be supposed to be reviewing troops The portraiture is good The pedestal is of the same material and size as that of the companion statue On one side is the following inscription "*Victoria, D G Regina F D,*" and on the other "*Erected by the Corporation of Liverpool in the Thirty-Fourth Year of her Reign*" The statue was unveiled on the 3rd of November, 1871

Between these two statues, "in a position," to quote the words of one of the speakers at the unveiling ceremony, "which cannot fail in being pleasing to the gracious Sovereign, who herself wrote the epitaph on her servant's grave," is—

### **The Statue of Earl Beaconsfield,**

erected by subscription, and unveiled by Lord Cross in December, 1883 It was from the studio of Mr Birch, A R A, and is noteworthy for faithfulness of feature and gracefulness of design The earl is represented in the official costume of a cabinet minister and in his peer's robes, and stands in a characteristic attitude The figure is in bronze, and is placed on a pedestal of Greek form (to correspond with its surroundings) of Peterhead granite, with a basso-plinth of Aberdeen granite and a bronze cornice Four ornamental panels symbolise the statesman's historic sentence, "Peace with honour," and on the base is the inscription "*The Right Hon Benjamin Disraeli, Earl of Beaconsfield, K G , born, 31st December, 1805, died, 19th April, 1881*" The total height of the statue and pedestal is twenty-five feet Here on Primrose Day thousands meet and deck the statue with wreaths of primroses

In a recess at the south-east corner of the hall is a—

### **Statue of Major-General Earle,**

one of Liverpool's most distinguished and gallant sons, who met his death in the Soudan. The statue, from the

chisel of Mr C B Birch, A R A , is ten feet in height, and represents the general leading his men in the attack on a building, held by the Soudanese, in which he received his mortal wound. At his feet is a shield, a copy of one picked up on the spot where he fell, and the sword in his hand is modelled from that which he carried in action. On the base is the inscription "*Major-General William Easle, C B ,*



[F Smith] [1881]  
THE WELLINGTON MONUMENT AND  
COUNTY SESSIONS HOUSE

*C S I born in Liverpool, 1833, killed in command of Her Majesty's troops at the battle of Kumbukan, in the Soudan, 1885, erected by public subscription*

Opposite Commutation Row is—

### The Wellington Monument

The base of this monument consists of three granite steps, above which rises the square pedestal to the height of ten feet above the base, and terminating in a chaste cornice. On the north side of the pedestal, is inscribed the single word, *Wellington*. On the east and west sides

are enumerated the names of the duke's most celebrated actions, while on the south side is a bas-relief in bronze, representing him at the moment of ordering the final charge at Waterloo. This group was designed by Mr Lawson, of Glasgow. At each angle of the pedestal is an eagle, and between each eagle is the wreath of victory

From the pedestal rises a fluted shaft, eighty-one feet high, at the head of which is a smaller pedestal, on which is placed the statue by the same sculptor. It represents the duke standing with his hand on the hilt of his sword, and draped in a military cloak. It was cast from cannon taken at Waterloo and given by the Government for this purpose, and is fourteen feet high. The monument, which, from its height, dominates the entire neighbourhood, was unveiled in May, 1863, its erection occupied two years. As a work of art, however, there is not much to boast of in this monument.

The triangular site on which the monument stands was laid out by the Corporation at an expense of £3,000 in 1878. This is a favourite place for outdoor demonstrations. The fountain, which forms so conspicuous an object in the centre, cost £1,000, and was the gift of Colonel Steble, an ex-mayor.

One of the most interesting groups of buildings in Liverpool occupies a commanding site on what was formerly known as Shaw's Brow, to the north of St George's Hall. This "brow" received its name from the establishment on the spot of the pottery works of Mr Alderman Shaw, upwards of a century and a half ago. Owing to the steepness of the street, it was found necessary to remove the works to a more accessible spot, and the brow remained unused for some time. When St George's Hall was built, the hill was lowered and the street re-arranged so as to leave a considerable open space in the centre of the town. On it—

### **The Free Public Library and Museum**

was erected, at a cost of nearly £30,000, the whole of which was defrayed by Sir William Brown, then member of Parliament for South Lancashire, and the street received its present name—WILLIAM BROWN STREET, in commemoration of his liberality. The building was opened on October 18, 1860. The site was the gift of the Corporation. The building is in the Roman Corinthian style, 222 feet long, and 164 deep, with a fine portico. It was erected

from the designs of Mr Allom In 1852, the then Earl of Derby presented his father's museum of specimens of natural history to the Corporation This formed the nucleus of the museum, then located in a building in Slater Street, and other gifts, illustrating literature, art, and natural history, flowing in, necessitated the erection of the present edifice

The Library department, with 108,000 books, contains a splendid Reading-room, 110 feet long and fifty feet wide, which will accommodate six hundred persons, and about a million issues of books to readers are made annually There is also a Students' Room, a Ladies' Reading-room, and a Reference Room In addition to this, there are a Lecture-hall and a Board-room In connection with both departments, there is a School of Science, which was established shortly after the opening of the building Courses of free lectures on drawing and the art of sketching and decorating are delivered Under the Brown Library is a branch lending library where books are issued for home perusal It is known as the "Central Branch" There are five other branches, at Kensington, St Domingo Road, Walton, Sefton Park, and at Upper Parliament Street

The Museum department contains the Great Hall and its galleries, the Picture Gallery, the Aquarium, the Extension (in which are two galleries), and rooms for specimens of natural history

It would be impossible within the limits of this book to give even a general list of the contents of the library and museum The visitor can procure an official guide, at a nominal charge, at the entrance We must, however, briefly note the interesting and valuable treasures known as the Mayer collection It is so called on account of Mr Joseph Mayer, silversmith, late of Lord Street, having been the collector and donor The visitor will see a small box of coins, with, on the inside of the lid, a label informing the reader that, when a boy, Mr Mayer was walking in a field with a relative, when the ploughman turned up a number of coins The lad was much

interested, and his relative offered him a half-crown if he could decipher them in a fortnight this was done, and was the immediate cause of Mr Mayer becoming an antiquary. The results of his labour, taste, and generosity are now before the visitor. This collection cost Mr Mayer from fifty to seventy thousand pounds, besides much study and labour. For many years it was exhibited in Colquitt Street, and on February 6, 1867, he generously presented it to the Corporation of Liverpool for the public use. The collection was removed from Colquitt Street to the present position, and opened to the public on Whit Monday, June 10, 1867. The Town Council, in order to show their estimation of this princely gift, voted a marble statue of the donor to be erected in St George's Hall.

The visitor will not fail to notice some examples of Liverpool pottery, made chiefly on the site of the present Museum. The punch bowls, with representations of certain crack ships of the day, are very conspicuous here. There are also two splendid models—modern Liverpool (which was in the Great Exhibition of 1851) and ancient Liverpool. That of modern Liverpool, however, only contains the small section of the city bordering on the river.

*The Library is open daily from 100 a m to 100 p m, except on Fridays, when it is closed at 20 p m for cleaning. The Museum is open every day except Friday afternoon, from 100 a m to early dusk.*

In continuation of the Museum Buildings the Corporation are erecting a large **Technical College**, estimated to cost about £100,000, upon the large space between the Museum and Byrom Street. It is designed by W Mountford, F R I B A, and will form an important addition to the Museum and Library, and will accommodate the Technical Schools. It will have a frontage of about two hundred feet and will extend the same distance from front to back as the Museum.

We next enter, either by an interior communication or from the side door—

### **The Picton Reading Room.**

The necessity for this structure arose from the great demand which had for a long time been made upon the space of the old Reading Room, as well as from the growing requirements of the Museum. It is used as a reference library only, works of fiction being issued in the Brown Reading Room. The Picton Reading Room stands upon the plot between the Walker Art Gallery and the Free Public Library, and certainly forms an admirable connecting link between the two. It consists of one large circular room, a hundred feet in diameter and sixty feet in height from the floor to the centre of the dome. It is lighted exclusively from the ceiling, the glass surface being twenty-four feet across. The building is of white stone, in harmony with the erections on either side. Its order of architecture is Corinthian. In front are sixteen fluted columns, each thirty-five feet in height, they support a frieze and cornice, eight feet and a half in depth, surmounted by an open balustrade. In the front are eight niches capable of receiving more than life-sized figures in stone or marble. The reading room is approached by two very bold flights of steps on the right and left, leading to a handsome colonnade, eight feet in width, round the front of the building, and connecting the Free Library and the Art Gallery. There is internal communication between the three buildings. The Picton Reading Room was erected by the Corporation at a cost of £15,000, and is named after the late Sir J. A. Picton, who was chairman of the Library and Museum Committee for a quarter of a century, and who laid the foundation stone on December 2, 1875. The rock underneath has since been excavated, and the space formed into a large lecture room, known as "The Rotunda."

We now pass to the third of this most interesting group of public buildings—

### **The Walker Art Gallery,**

the gift to the city of the late Sir A. B. Walker, during his mayoralty. In 1872, great efforts were made to raise a



[Liverpool]

THE WALKER ART GALLERY

*Erwan Barnes & Bell*



public subscription in Liverpool in order to erect an art gallery, but after a few thousand pounds had been promised, the movement began to flag. Sir Andrew Walker, a wealthy brewer, was elected mayor in November, 1873, and he signalled his acceptance of the civic chair by announcing that he would give £20,000 for the erection of the gallery. This munificent proposal liberated the promoters from the difficulty which had arisen, and the work was at once proceeded with, the foundation stone being laid by the Duke of Edinburgh on September 28, 1874. The building was opened in 1877, and is in the Corinthian order of architecture. The portico consists of four fluted columns, with carved capitals, approached by a handsome flight of twelve steps. On either side of the steps are colossal statues in white marble of Michael Angelo and Raphael. Above it are a pediment and attic, crowned by a figure, representing the Arts. To the right and left, the façade extends seventy feet, making with the central portion a frontage of a hundred and eighty feet to William Brown Street. The wings on the right and left of the portico contain three large windows on the ground floor, with a continuous frieze and cornice above. Surmounting these openings are long panels, running almost the entire length of the wings, and containing bas-reliefs, representing subjects in harmony with the purposes of the building. The main doorway is deeply recessed, and opens into a vestibule, the flooring of which is formed of encaustic tiles. Beyond the vestibule is a spacious hall with panelled ceiling, at the end of which, facing the grand entrance, is a staircase leading to the picture galleries. The ground floor is appropriated to sculpture and museum purposes. It is lighted by windows at the sides, and consists of two large galleries, seventy by thirty feet, and two galleries forty-six by thirty-five feet. The Picture Gallery proper occupies the upper part of the building. We pass up the staircase into a large hall, lighted from the roof. Out of this open two small rooms and six galleries of the same dimensions as the sculpture galleries beneath, but more lofty. The Roscoe collection alone now shown here is well worth a visit,

consisting as it does of over one hundred and fifty examples of all the ancient schools—Byzantine, Florentine, Flemish, &c—and many notable paintings by modern British artists, such as Rosetti, Leighton, Hunt, Gilbert, Millais, Poynter, &c

As years rolled on, the gallery, capacious though it at first appeared, was found inadequate, and the Corporation found it necessary to add nine rooms. This was done at a cost of £12,000, and a few days before they were formally opened, in August, 1884, the donor of the rest of the building, who had been knighted since it was opened to the public, expressed a desire to pay the additional cost and to present the whole gallery to his fellow-townsmen—a desire which was, of course, acquiesced in. Liverpool now possesses one of the finest art galleries in the kingdom.

Adjoining the Art Gallery is—

### **The County Sessions House,**

erected in 1882-4, for the use of the magistrates of the Kirkdale division of South-West Lancashire, instead of the old one, now demolished, which used to be attached to Kirkdale Gaol. Like the other buildings which beautify this part of Liverpool, it is of Composite Classic architecture. The principal front has a portico of double columns, its western elevation being relieved by three-quarter pillars, having carved capitals in keeping with those of the front portico, and the whole is surmounted by a deep attic. The tympanum of the pediment contains the county arms, and is, together with the panels of the attic and other suitable spaces, elaborately carved. The windows and doors are all of rich design. In the interior are the necessary courts, &c, all easy of access from a spacious entrance hall, which has a staircase of Penmon marble, with a groined roof, supported by marble Tuscan columns. The building stands at the corner of the Islington Flats, at the top of William Brown Street.

The classic group of buildings last described are close to the north-east angle of St George's Place, out of which run two important thoroughfares. ISLINGTON, the most northerly of

the two, will conduct us to the *Liverpool College*, the *Necropolis*, *Hengler's Circus*, &c., and to *Newsham and Seel Parks*. LONDON ROAD, at the northern extremity of Lime Street, is a wide, but somewhat short street, half way up which is an open space, now laid out as a public garden, whence *PIMBROKE PLACE* diverges to the right, and conducts one to *Edge Hill Railway Station* and to *Wavertree Park*. In the open space referred to, is—

### **An Equestrian Statue of George III,**

erected in 1809. At first it was intended to place the statue in Great George Square, but it was afterwards determined that its site should be more public, and this spot—at that time the principal entrance to the town—was fixed upon. Westmacott executed the statue, in imitation of the celebrated one of the Emperor Marcus Aurelius, at Rome. With its pedestal, it is thirty feet in height.

Leaving the County Sessions House, we cross William Brown Street to the north-west angle of St George's Hall, and enter—

### **St John's Churchyard,**

now laid out as a garden.

St John's Church occupied part of what was of old the "great heath" of Liverpool. It has been demolished by the Corporation, as there is now no resident population near it, and it was an eyesore beside St George's Hall. In the centre of the space is a—

### **Monument to Mr Alexander Balfour,**

a merchant and shipowner, whose efforts in the promotion of Christianity and the amelioration of the condition of the poor gained for him the distinction of being "one of Liverpool's noblest citizens." The statue stands on a lofty base, and overlooks St John's Lane and the Old Haymarket, from both of which it is a prominent object. On the base is the following inscription: "*Alexander Balfour, merchant and shipowner. Born, 2nd Sept, 1824, died 16th April, 1886. His life was devoted to God in noble and munificent efforts for the benefit of sailors, the education of the people, and the promotion of good works. This statue, erected by public subscription, was unveiled on the 15th day of November, 1889.*"

The OLD HAYMARKET, at the foot of William Brown Street, whereon are the Corporation weighing machines, is a centre from which several important streets radiate. At this junction is a signal box for the numerous tramcars passing the spot, whereat the stranger may obtain trustworthy information as to their movements. From the eastern end, ST JOHN'S LANE conducts to Lime Street, along the wall of St John's Churchyard and by the east end of St George's Hall, VICTORIA STREET, a fine wide thoroughfare, runs across to North John Street, and is continued, as COOK STREET, to Castle Street, and, as BRUNSWICK STREET, to the line of Docks, WHITECHAPL connects it with Lord and Church Streets, and, changing its name to PARADISE STREET, to the Sailors Home, Custom House, &c. QUEEN'S SQUARE lies almost due south. GREAT CHARLOTTE STREET runs into Ranelagh Street, very near to the entrance to the *Central Station*.

### St John's Market

occupies the site of an old rope-walk at the south-eastern corner of the square, its east side is in Great Charlotte Street, the southern in Elliot Street, and the northern in Roe Street. A brick structure, with stone dressings, it is five hundred and forty-nine feet long and a hundred and thirty-five feet broad. The whole interior circuit of the walls is arranged as shops. The lateral avenues are occupied chiefly by pork-butchers, dealers in game, butter, bacon, cheese, rabbits, poultry, flowers, &c., and in the central avenue is to be seen a very fine display of the various English and foreign fruits, as they come successively into season. This building is lighted by a hundred and thirty-six windows, and has twelve entrances—three on each side. It was built by the Corporation, at a cost of £36,813. The Roe Street front, with its lofty shops, was added in 1881, and in 1891 the Elliot Street façade was entirely rebuilt in the Renaissance style.

ELLIOT STREET, in which is the southern entrance to the market, connects Lime Street with Clayton Square.

Opposite the central side-entrance of St John's Market, in Great Charlotte Street, is—

### The Wholesale Fish Market,

erected in 1888. It occupies a site half an acre in extent. Its principal front, to Great Charlotte Street, is eighty feet long, and the entire building, which contains all the offices, &c., necessary for the transaction of the business, is traversed by a wide cartway. There are spacious cellars for the storage of fish, &c., and they are so conveniently arranged that carts can get at them as readily as they can reach the market itself.

In Hood Street, opposite the north end of St John's Market, has recently been built a goods receiving station for the Great Central Railway, and an electrical department belonging to the Corporation of Liverpool

At the opposite corner of Great Charlotte and Roe Streets is a highly ornamental edifice—

### **The Royal Court Theatre,**

at one time known as the Royal Amphitheatre Originally built in 1821, it was almost entirely reconstructed in 1851

Roe Street runs into WILLIAMSON SQUARE, near—

### **The Star Theatre of Varieties,**

a first-class and commodious place of amusement, largely patronised This reconstructed hall was opened in 1895 Leaving the square by Houghton Street, we reach CLAYTON SQUARE, in which is—

### **The Prince of Wales' Theatre,**

originally known as the *Clayton Hall* It has few outward attractions, but internally is well arranged

In addition to the theatre, Clayton Square contains *Laurence's Temperance Hotel*, one of the largest of its class in Liverpool, and several licensed houses The close proximity of the square to the centre of the city, as well as to the railway stations and the Landing Stage, makes it a favourite "camping ground" for visitors

From the north end of Whitechapel, BYROM STREET runs into SCOTLAND ROAD, an artery of sufficient importance to give its name to one of the Parliamentary divisions of Liverpool, represented by Mr T P O'Connor In Byrom Street is the Corporation Office for testing "Weights and Measures" By following it, we may reach *Stanley Park*

DALE STREET, really a continuation of William Brown Street, along which we next make our way, will conduct us to the Town Hall, the Exchange, &c The street is about seven hundred yards long, and contains some fine edifices The first that attracts attention is—

### **The Central Police Station,**

a square, massive, substantial, and unadorned pile, having a stone frontage It contains all needful offices for the borough magistrates and the borough coroner, and is the headquarters of the detective force At the rear, is the head station of the fire police, recently rebuilt



[Liverpool]

THE ROYAL COURT THEATRE

*Brown, Barnes & Bell*

The police station stands at the corner of HATTON GARDEN, a short street, communicating with TITHEBARN STREET, which runs parallel with Dale Street and with VAUXHALL ROAD and other arteries leading to the northern portions of the city

### **The New School Board Offices**

In Sir Thomas Street, adjacent to the Municipal Buildings, have just been opened spacious offices for the Liverpool School Board. In an architectural sense these offices are very imposing. They are built of freestone, and the front of the building is somewhat elaborately ornamented with capitally executed carving. The number of School Board schools in Liverpool, and the many children that have to be educated under the auspices of the Board, necessitates a large staff and an enormous expenditure. There are over thirty Board Schools, with nearly one hundred departments, besides six industrial and truant schools, and twenty-one evening schools. The gross cost per child is over £2 12s 0d per annum. The number of members is fifteen. The meetings of the Board are held in a spacious, elegant, and well-furnished board room. The interior of the building shows that utility rather than ornament has been kept in view, but the rooms for the different departments are admirably suited for the purpose and are well equipped. In addition to the office staff a number of outdoor inspectors, and male and female visitors, are employed.

### **The Municipal Buildings**

are in Dale Street, and as a suitable abode for the business of a great corporation are equal to any of a similar class elsewhere. Since the School Board offices have been removed to the new premises in Sir Thomas Street, more room has been placed at the disposal of the legal, financial, and other departments of the Liverpool Corporation. But with the growth of Greater Liverpool, its vast population, and many interests, those entrusted with its municipal government still require further accommodation for their work. It is said that this will soon be afforded by important extensions of the municipal buildings. The present offices

are nearly opposite the Dale Street front of the Central Police Station. The building is an imposing one, in the Corinthian style. It has a tower and spire, over two hundred feet high, the former containing a four-dialled clock, which rings the Canterbury chimes every quarter of an hour. Each of the angles of the building partakes of the character of a tower, terminated by a pavilion roof. The Dale Street front is 226 feet long, has fifty-six windows, and is adorned by ten three-quarter circular columns, eight square pilasters, and six circular columns, the latter, projecting considerably, produce an elegant porch, protecting the principal entrance, which is reached by an easy flight of steps. Besides this one, there are four other entrances—two from Crosshall Street and two from Sir Thomas's Buildings. Above a handsome cornice, a series of statues stand on broken entablatures. At the back of the edifice, and facing VICTORIA STREET, are the extensive Inland Revenue Offices and County and Bankruptcy Courts.

### The New Post Office

With the exception of St Martin's-le-Grand, London, the Liverpool Post Office is perhaps the largest and most important in the United Kingdom. In consequence of the great and varied commercial and shipping interests of the city, and the vast industrial centres in the immediate neighbourhood, millions of letters and newspapers pass through the post office in Liverpool in a single week to all parts of the United Kingdom and to every portion of the globe. The history of the Liverpool Post Office is in some respects a record of the commercial progress of the city. The first post office was a very small building situated near the old Liverpool docks. Then a larger and more suitable establishment was found in Canning Place. Still the demands upon the service continued to increase, and in consequence another new post office has just been completed in Victoria Street, which is in the centre of the commercial part of Liverpool. It may be mentioned in connection with the old post office that it at one time led to an important discussion in the House of Commons. The



late Mr Bright and Mr Cobden attacked the then Home Secretary, Sir James Graham, in consequence, they alleged, of the letters of distinguished exiles, resident in this country, being tampered with. It was said that some letters of Mazzini, who was then residing with Mr Stansfield in Lancashire, had been tampered with at the Liverpool post office. Although this allegation was denied, it brought about several important postal reforms both in London and the provinces. Several distinguished men have been at the head of the Liverpool postal department, by whose aid many international improvements in postal matters have been carried out.

The site on which the new building has been erected is by no means one which will set off its architectural beauties to advantage. It is in one of the narrowest and most thronged streets in the city. A sum of £140,000 was paid to Lord Derby for the land, which had been previously occupied with inferior buildings, while the cost of the construction was £200,000. The style of the architecture is Italian Renaissance, and some most beautiful figures and designs have been effected. The length of the Victoria Street frontage is 223 feet, and, as may be seen from the accompanying illustration, is of a very imposing appearance. It is a five-storied building, and from the basement to the roof is 96 feet high. Over the central doorway there is a handsome massive pediment, supported by youthful Caryatides. The spandrels are finely floreated, while the pediment sets forth, by figures and designs, Commerce and Industry, Neptune being the representative of the former. Above the pediment are placed figures emblematic of Electricity and Engineering, the germ of the postal system. On the second floor there are designs representing the British Empire, in the following order: Canada, Newfoundland, British Columbia, Barbadoes, West Indies, England and Scotland, Ireland and Wales, East Indies, Africa, Straits Settlements, New Zealand, Australia. England and Scotland are hand in hand as Caryatides, and a similar position is occupied by Ireland and Wales. The public office is a hall of fine proportions, 67 feet by 71 feet,



*Brown, Barnes & Bell*

THE NEW GENERAL POST OFFICE VICTORIA STREET

*[Overpool]*

and is lighted by means of electricity. It has a superbly inlaid ceiling, with heavy consoles and caps, supported by four columns, at the base of which are writing desks for the convenience of the public. A counter of polished Sabica (a Cuban wood harder and lighter than mahogany) runs round the three sides of the hall, giving a lineal measurement of 165 feet. Behind this hall there is a large room in which registered letters are dealt with, and beyond this is a foreign mail department, 75 feet by 58 feet. On the left-hand side of these rooms, is a letter-sorting room, 245 feet by 64 feet, which extends to the rear of the building, and occupies a space of 178 feet by 70 feet. On the right-hand side is a parcels department, 224 feet by 60 feet. The telegraph instrument room is on the second floor, and consists of a hall 204 feet by 69 feet and 18 feet in height. The wire head is at Sir Thomas Street end, and the wires are carried through the room in chases inserted in the floor. On the same floor there are rooms for the correspondence department and the telegraph school. There is also a telegraphists' dining-room, 73 feet by 30 feet, serving-room, kitchen, scullery, and dry goods store. The third floor contains the shop, kitchen, and office for the electrical mechanics.

It should be mentioned that pneumatic tubes have been fitted up from the telegraph department to the different daily newspapers in the city, and the thousands of telegrams which are sent to these offices daily are remitted far more rapidly than if carried by messengers. The foundation stone of the building was laid in the summer of 1894 by the Duke and Duchess of York, whose visit is recorded on a large Portland block in the portico of the general office.

Walking westward along Dale Street, from the Municipal Buildings, we reach, at the opposite corner of Sir Thomas Street, the **Conservative Club**, a spacious structure, the foundation stone of which was laid by the Marquis of Salisbury, in 1882, and a few steps further (at the eastern corner of Stanley Street) we see the **Junior Reform Club**, a still more ornamental edifice of red stone, the lower storey of which is devoted to commercial purposes. On

the opposite side of Dale Street, a little further westward, is the **Reform Club**, erected in 1879-81

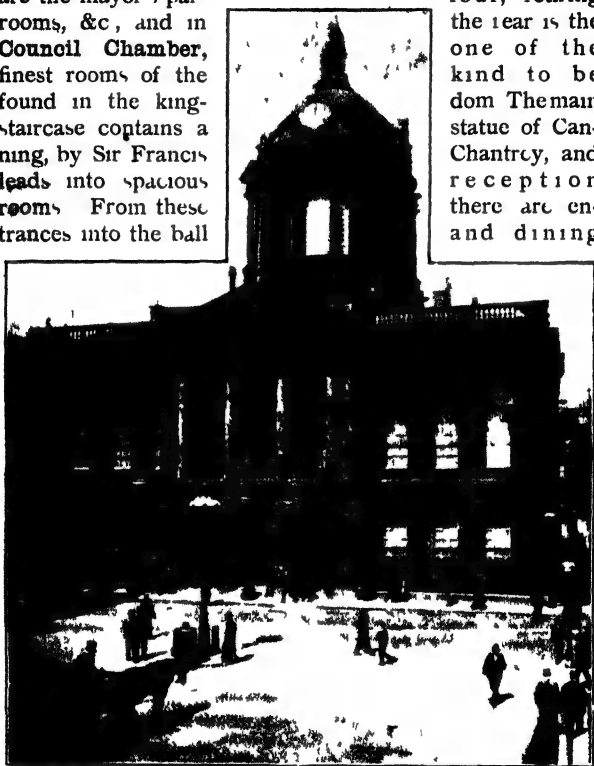
### The Town Hall

During the last few months great alterations, at a large cost, have been carried out at the Town Hall. The roof over the magnificent ball-room was found to be in a dangerous state from dry rot, and had to be entirely replaced. The interior of the building has been re-decorated in beautiful style, and new rooms, which were much wanted in the civic mansion, constructed. The Town Hall is the oldest of Liverpool's public buildings, dating, as it does, from 1748. It was designed by John Wood, of Bath. The design shows great merit, the principal façade has breadth and much dignified simplicity and repose. It was completed in 1811. The first edifice of the kind which Liverpool possessed stood nearly on the site of the old cross, not very far from the present hall. In all probability it was a thatched building, for, in 1567, it was ordered to be slated, and in 1654 an order was issued for it to be "lathed and tiered over with hair mortar and made handsome". Its successor, erected in 1673, had a low square lantern above the roof, this served as a look-out for vessels coming into the mouth of the Mersey. It stood, Blome tells us, on pillars and arches of hewn stone, and underneath was the public exchange for the merchants. However, as the building was low and the arched exchange a gloomy affair, the merchants and dealers wisely preferred the open air and plenty of daylight, so that practically the place was useless as an exchange.

At that date the high cross still stood in the open space, and a lantern was hung on it at "dark moon". The commerce and requirements of the port increasing daily, it was decided to erect a more spacious building, and the present hall was commenced in 1748, and opened for business in 1754, having cost £80,000. Like its predecessor, it had an arched exchange underneath. In 1787 some heavy buildings, which flanked the hall and blocked up the view, were removed, the northern portion of the hall was added

and Exchange Street West formed. The interior was destroyed by fire in 1795, and rebuilt at an expense of £110,000. The vestibule is spacious, on the right and left are the mayor's parlours, &c, and in Council Chamber, finest rooms of the found in the king-staircase contains a painting, by Sir Francis leads into spacious rooms. From these entrances into the ball

room, retiring the rear is the one of the kind to be found. The main statue of Can-Chantry, and reception there are entrance and dining



F. Frith &amp; Co. Ltd.]

THE TOWN HALL

[Aetgate

rooms. The principal **Ball Room** is a noble apartment, forty feet high. On the left side, in the centre, is an orchestra, and on the right, or northern side, also in the centre, is a door leading to a stone circular balcony, used

on state occasions for viewing the life on the Exchange Flags and the architectural beauties with which this spot is surrounded. At each end of this magnificent room are two immense rectangular mirrors, placed opposite each other, so that the reflection of any person or object is re-reflected an almost endless number of times. The **Banqueting Room** is fifty feet by thirty, and is of the same elevation as the great ball room. The coloured decorations of the walls and ceiling are of the most chaste and elegant kind, and will compare favourably with any in the kingdom. Each of these rooms is separated from the rest by massive mahogany doors, ten feet high. The furniture, though rich and substantial, is not gaudy.

From the Town Hall, the direct route to the Landing Stage is *via* WATER STREET (in point of fact, a continuation of Dale Street), in which and its neighbourhood are the offices of the chief steamboat and shipping companies.

We pass to the rear of the civic palace, and find ourselves on--

### The Exchange Flags,

an institution peculiar to Liverpool. They occupy the site of the old High Cross, where the merchants of the port formerly transacted their business, in preference to meeting in the arches below the Town Hall. The merchants still meet on the spot, and dispose of no insignificant portion of the commercial transactions of the world here. In the centre of the Flags is a splendid group in bronze, the **Monument to Nelson**, by Westmacott, from designs by M. C. Wyatt. It consists of a circular pedestal divided into four compartments by emblematical figures. The figure of Nelson is fourteen feet high, and the total height of the monument is twenty-four feet six inches. The group represents Victory bestowing a third crown on the hero, who receives it on his sword. Death, reaching from behind the drapery and flags, aims at his heart. Britannia and a British sailor are other figures. The monument, which cost £9,000, weighs twenty-two tons.



[J. Smith,]

THE EXCHANGE FLAGS

[Liverpool]

### The Liverpool Exchange

was originally erected in the early years of the nineteenth century. We have already seen that at first the merchants met in the arches beneath the Town Hall, but preferring the open air for the transaction of their business, they used the space in its rear—now the Flags—instead. This was found to be inconvenient in wet weather, and, on that account, in April, 1801, a project was set on foot for the erection of an Exchange commensurate with the necessity and dignity of Liverpool. £80,000 was the capital required, and in three hours its subscription was accomplished, a striking proof of the inconvenience to which merchants had long been subject. Nearly two acres of land were purchased at the rear of the Town Hall, and cleared of the buildings which encumbered them. The foundation stone of the Exchange was laid on June 30,

1803, and the building was opened for the transaction of business on January 1, 1809

In the course of the next fifty years the commerce of the port had so much extended that the area of "the Flags" and the capacity of the Exchange were totally inadequate to its wants. In 1859, a new company obtained an act of incorporation, with powers to purchase the adjacent property, and to enlarge the Exchange, while retaining all its principal features. The Exchange now stands on a site two acres in extent, and was designed by the late John Foster, it is unrivalled among buildings of its kind. The **News Room** is one of the most spacious in Europe. It is a hundred and seventy-five feet long, ninety wide, and fifty feet high, and is lighted by a large central dome of stained glass, fifty feet in diameter and eighty feet high. The roof is vaulted, and has no intermediate supports, consequently the whole area is free from obstruction. The pilasters which surround it are of Irish red marble, the plinth and dado of Bardilla marble. The interior of the walls is of Caen stone, and in the arches are a series of emblematic groups of high artistic merit. The arcades, which surround three sides of the Flags, add both beauty and convenience to the building, and have given a good opportunity for the introduction of statuary. The style is French Renaissance. The central tower is relieved by circular Corinthian columns and pilasters, and by four large allegorical figures, representing Navigation, Religion, Commerce, and Government. The arms of England and the liver of Liverpool are too elevated to be seen from the street. Over the entrances are splendid wreaths of flowers and fruit, in high relief. The sky-line presents a circular tower and pinnacle at the north-east angle, adjoining Exchange Street East.

An edifice, formerly known as Brown's Buildings, was, in 1895-6, converted in part into—

### **The Cotton Exchange,**

in order to meet the growing needs of the trade. It presents a handsome front to the Flags, on whose western side



it is situated. The decorations of the interior have been carefully designed and worked out. The columns and pilasters, which form the leading features of the design, are encased in cream-coloured Doulton ware, while the walls are lined with Doulton ware of various colours. The doorways and fireplaces are effective in design and execution. The lighting of the chief room from the two central areas by means of domed and panelled skylights, is ample, it is further increased by the ranges of windows in the east and west walls, the heads of the latter being filled with stained glass. The flat portions of the ceilings of the great room and of the gallery are decorated, with enriched plaster work, of special design, with panels illustrating the cotton trade in its various branches, and scrolls and enrichments modelled from the cotton plant. All the woodwork (doors, porches, staircases, balustrades, &c) is a dark polished mahogany, and the floors are laid with solid teak-wood blocks, so as to form a noiseless surface.

Leaving the Exchange by its **TITHEBARN STREET** entrance, we may turn eastward to—

### **The Exchange Station,**

the Liverpool terminus of the Lancashire and Yorkshire Railway. It is set back about forty-two yards from the street, and there are two approaches—from **Tithebarn Street** and **Bixteth Street** respectively—to its platforms, which are reached by inclines of very easy gradient. At the **Pall Mall** end, the levels of the street and of the platforms are practically identical. The main frontage to **Tithebarn Street** contains the entrance to the hotel. Two passenger entrances communicate from **Bixteth Street**, and there are cab entrances and exits from **Pall Mall**, there is also a main carriage-way facing **Moorfields**. This portion of the building, as seen from **Dale Street**, presents a very imposing feature in the elevation of the building.

The station proper contains lofty dining-rooms, refreshment-rooms, waiting-rooms, and the usual offices required for a first-class terminus. It has six platforms, each 255

yards long, with eleven pairs of rails, and it affords accommodation for trains arriving from the main line to Manchester and from the Crosby and Southport lines simultaneously, as well as for those departing to those districts

### The Exchange Station Hotel

is a useful addition to the terminus, while its proximity to



*Brown, Barnes & Bell*

*[Liverpool]*

EXCHANGE STATION HOTEL, TITHEBARN STREET

the Town Hall, the Exchange, the Landing Stage, and to the principal streets and public edifices makes it a desirable residence for visitors to Liverpool, whether on business or pleasure bent

Resuming our westward course, we make our way down Tithebarn Street and CHAPEL STREET. The latter, one of the oldest thoroughfares in the city, obtained its name from—

**St Nicholas Church,**

which used to be called "The Church of our Lady and St Nicholas," and is generally known to Liverpudlians as "th' owd church." Tradition seems to point to the site as a spot held sacred from time immemorial. Here, about the period of the Conquest, it is conjectured that the original chapel was built—this is only conjecture—and it is also thought that, about the year 1360, it was rebuilt as a chapel-of-ease to Walton. The statue of St Nicholas (patron of mariners, who made offerings to the saint before going to sea) stood in the churchyard, which, commanding a view across the Mersey and away to Bidston Hill, is at all times pleasing, but specially so at the time of high water, when there are numbers of vessels entering and leaving the port. In 1699, Liverpool was created a distinct parish, on condition of paying a small fee to Walton, and St Nicholas became the parish church, an honour which it now shares with St Peter's (the Pro-Cathedral). The tower, which was completed in August, 1815, is one hundred and twenty feet high, and the lantern sixty, making a total of one hundred and eighty feet. In the churchyard is a tombstone to Richard Blore, 1789, which thus moralises—

"The town's a corporation full of crooked streets  
 Death is the market place where all men meets,  
 If life was merchandise that men could buy,  
 The rich would always live, the poor would die

Not many years since, the St Nicholas Churchyard projected further in the direction of the river than it now does, and a bridge spanned the roadway and enabled the pedestrian to reach the **Landing Stage** without running the gauntlet of the ever-increasing traffic. But the bridge has disappeared, and the traffic has so increased as to necessitate the widening of the roadway, by setting back the boundary wall of the churchyard and levelling the portion so cut off. A *Drinking Fountain* was placed at the time in the Chapel Street corner of the wall, in memory of Mr William Simpson, for many years the lessee of the refreshment rooms on the Landing Stage. Mr Simpson was remarkable in many ways, but, perhaps, in nothing

## **THE TOWER BUILDINGS—THE CORN EXCHANGE 79**

so much as his advocacy of temperance principles of the most staunch and unflinching type

### **The Tower Buildings,**

which face one on leaving the church, were erected in 1856 on the site of an ancient structure erected by the Stanleys, in 1252, for the purpose of observation and defence. Henry IV granted permission in 1404 to Sir John Stanley to embattle it, so that it then assumed the character of a second-rate fortress. It was completely demolished in 1819, and the present edifice substituted. Its chief object, when first built, was to serve as a telegraph station. The system of telegraphing vessels off Holyhead to Liverpool was of so much importance that a line of five semaphoric stations was established and kept up until the introduction of the electric telegraph. When the late Admiral Fitzroy instituted his code of storm signals, this tower was utilised as a station.

We have now reached the line of Docks, and are surrounded on all sides by lofty warehouses, busy men, running boys, bales and samples of cotton, cars, lorries, drays, floats, &c. In front the **Overhead Railway**, with one of its principal stations, is the chief feature of the scene, below it are the rails along which trucks, laden with goods, proceed to the various docks. Bustle, noise, and confusion prevail everywhere—at least, so it appears to the visitor, who will soon find that this is a feature of the every-day life of Liverpool. We may turn into the **BACK GOREE** (which runs southwards from Water Street), in order to form an idea of what the Liverpool warehouses really are, and follow that street to its junction with **BRUNSWICK STREET**, which crosses it at right angles. The chief edifice in the thoroughfare is—

### **The Corn Exchange,**

a commodious and substantial building, the front portion of which is utilised for the offices of merchants and others. The corn dealers formerly transacted their business, in common with others, on the flags of Castle Street, in front

of the Town Hall In 1803, however, they raised £10,000 amongst themselves, and built an exchange in Brunswick Street, which was opened four years later But their growing requirements soon rendered a new building necessary, and the result is seen in the present structure, the well-lighted and elegantly-proportioned hall of which is a hundred feet long, ninety-eight wide, and thirty-five high, its glass roof being supported by arches and columns of iron Tuesdays and Fridays are the market days Brunswick Street conducts to CASTLE STREET, one of the original streets of the city It is still a portion of its chief artery, and connects the Town Hall with ST GEORGE'S CHURCH, the junction of several important lines of street

### The Electric Trams

The service of electric trams recently introduced into Liverpool has one of its termini in South Castle Street These trams start every few minutes, are well patronised, and add greatly to the bustle and crowding of the busy locality The line of electric cars which connects the Dingle with the centre of the city was an experiment, and the system is being extended throughout the city In James Street is the -

### James Street Station

of the Mersey Railway, the chief one of the line The booking hall is level with the street, but the station itself is eighty-seven feet below it Passengers, after taking their tickets, are conveyed to the platforms by three luxuriously-constructed hydraulic lifts, eighteen feet square, and capable of accommodating a hundred persons In the almost impossible event of all of these getting out of order at the same time, a staircase communicates between the platforms and the street level, and there is an inclined subway leading into Water Street, close to the Exchange and the Town Hall The underground portion of the station is excavated in the solid sandstone rock, and is four hundred feet long, fifty feet wide, and thirty feet high In the upper portion of the edifice, seen from James Street,

are the general offices of the Mersey Railway Company. At the bottom of James Street (named from Roger James, a shipwright, who lived there) are the offices of the "White Star Line," well worthy of notice. St George's Dock is to be filled in, and a new street formed in continuation of James Street, thus improving access to the Landing Stage.

### **The Dock Offices, Custom House, &c**

Under one roof in Canning Place is a great gloomy-looking building where it may be said is placed the commercial heart of Liverpool. In this building the postal business of the city was conducted until its removal to the more central, larger, and modernised General Post Office in Victoria Street, the Custom House and the offices of that great trust, the Mersey Docks and Harbour Board, remain.

In the Custom House is carried on the supervision of excisable merchandise imported or exported at Liverpool, amounting to many millions of pounds per annum. In this vast building are scattered many large rooms, where quite an army of officials of different grades—super-visors, clerks, gangers, examiners, customs officers, and others connected with this source of revenue—are always to be found, for their duties in a great port and commercial centre like Liverpool may be said to be unceasing. An inspection of the interior of the Liverpool Custom House is full of interest to visitors, for here they will obtain something like an object lesson as to how an important part of the revenue of the empire is obtained, and the great and complicated organisation that the work entails.

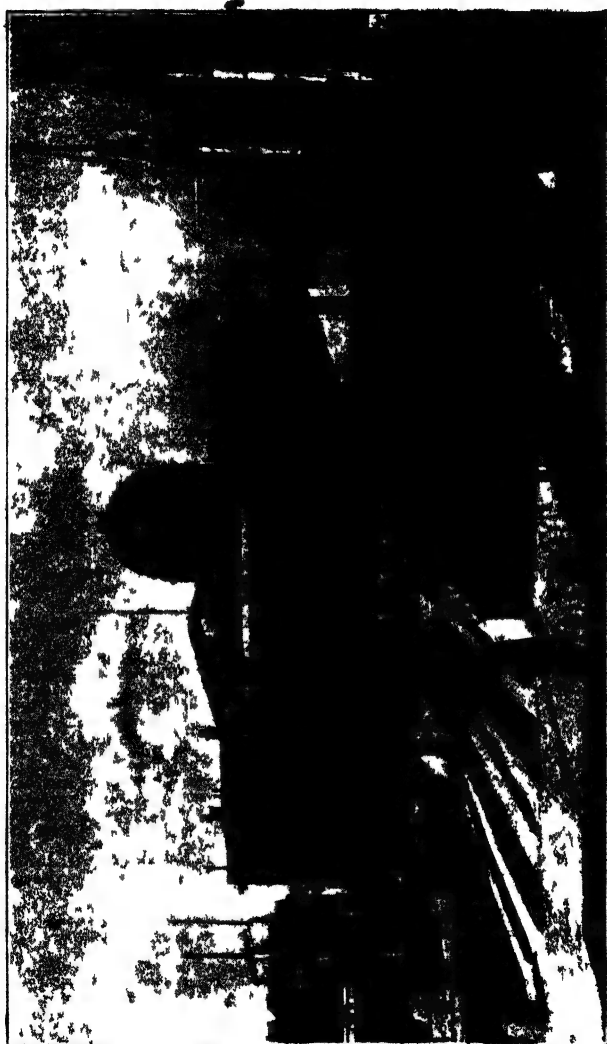
The old Custom House, pulled down in 1837, occupied a site now built over by the Goree Piazza. The foundation of the present structure was laid in 1828. Of its design, which is severe Classical Greek, the late Sir J. A. Picton, architect, said, "Each front, except the one on which the sun shines, has an advanced portico, with a pediment, each wing has a recessed portico, pilasters, or antæ, break round the angles, and these arrangements, with windows few and far between, constitute the design. It is a double

cross, foot to foot, the extreme length of which, from east to west, is 466 feet 7 inches, the central portion being 252 feet 6 inches long. The breadth of the centre is ninety-five feet, and the depth of the wings is ninety-four feet four inches, the area of the building being 6,700 square yards." In the centre is a noble dome, the windows of which admit light into the long room, a spacious apartment, measuring 146 feet long, seventy feet wide, and forty-five feet in height. Below this building are extensive vaults for the storing of goods in bond, under the supervision of Government officials.

Adjacent to the Custom House are, as we have said, the central offices of the **Mersey Docks and Harbour Board**, also most worthy of a visit by those interested in shipping and commercial developments. Every week the members of the Dock Board meet and regulate the commerce of the port and the traffic of miles of docks on both sides of the Mersey. This body, although controlling one of the greatest dock systems in the world, an income and expenditure of millions, and invested trusts to an enormous amount, holds an almost unique position among the representative bodies of the empire. There are at the Board three nominated members of the Government, the remainder are elected by a limited constituency of about nine thousand voters. In Liverpool and Birkenhead you may have vast interests, and pay hundreds of pounds in rates, yet unless you pay £10 per annum in dock dues you have no voice in the election of a body that has absolutely in its hands the shipping and mercantile life of Liverpool, Birkenhead, and the North of England.

Thus, it will be seen, are concentrated in this portion of Liverpool establishments that no visitor should fail to see, for they are suggestive of many things of national as well as local interest.

Facing South Castle Street, is a fine bronze Statue of **Huskisson**, erected by his widow. It is a duplicate of that in St James's Cemetery. The west end of the Custom House abuts on the line of Docks, and separates Strand Street and Wapping, and near the east end is—



[Dundee

# THE CUSTOM HOUSE

Valentine & Sons Ltd ]



### **The Sailors' Home**

A more interesting or useful institution than the Sailors' Home in Canning Place could not exist for seafaring men. It is, in the best sense of the word, a home for "Jack" when ashore. It was built by public subscription. The foundation stone was laid by His Royal Highness Prince Albert on the 31st of July, 1845, and Her Majesty the Queen became the patron. Prior to this, rooms had been taken in Bath Street for the purpose of a savings bank, the shipping and discharging of crews, and a sailors' character registry. The manner in which the management of this institution conducted the business gave the utmost satisfaction, and the then existing Government based their Shipping Bill of 1850 on the system. In December, 1850, the shipping offices of the new building were opened, and in December, 1852, the home was opened for boarders, the cost of the place having been £30,000. The institution soon proved its value, and the number of sailors using it regularly increased. About eight years later, unfortunately, the interior of the building was completely destroyed by fire, caused through the carelessness of a sailor. The institution was soon rebuilt, and in the December of 1874, owing to the increased demands on the place, an additional building was opened at the north end of the city, from whence a large amount of the Atlantic shipping is done. The parent institution had many trials, however, mainly consequent upon several years of depression in the shipping trade. Public subscriptions were by no means adequate to keep the Home going, so the management adopted the self-supporting policy, and by divers schemes brought the place up to a satisfactory standard. The building consists of six storeys, and is built in the Elizabethan style. It is about five minutes' walk from the Town Hall. The interior of the institution consists of a vast hall, the roof of which is the roof of the building. Built as it were into the walls on each side of the hall there are six tiers of rooms, which number two hundred altogether. These are all kept

scrupulously clean and well ventilated For 16/- a week a seaman may have one of these "cabins," and the use of the various rooms, including a library and billiard room, and he also has four good substantial meals a day Apprentices pay 13/6 per week for their board There is a fine dining-room extending across the entire front of the building, and there is also a bar where beer and wine may be had by the boarders No spirits are sold The institution looks after the sailor's interests in every way He is lodged and fed, his money is taken care of, he is doctored when ill; and he is assisted to get a berth Money is also given to him on advance notes, *i.e.*, the notes the men get from shipowners to enable them to draw some of their pay in advance On the last item the Home frequently has heavy losses, for sometimes a man deserts before the vessel leaves port, and then the owners will naturally not refund the money which the deserter obtained from the institution However, it is an essential part of the objects of the Home to advance money to sailors, for many of them would have no other means of obtaining a "kit" with which to go to sea During the year 1898 there were 7,011 boarders in the Home, including 391 shipwrecked and 158 distressed British seamen It is to unfortunate sailors of this description that the institution is especially helpful The board of management consists of the leading ship-owners of the port

The Sailors' Home faces PARADISE STREET, which communicates with WHITECHAPEL, crossing the Lord Street and Church Street artery at the junction of these two streets From its front, HANOVER STREET communicates with the foot of Ranelagh Street, in which is situated the Central Railway Station, and DUKE STREET communicates with the south-eastern portions of the city

### **Church Street, Lord Street, and other Thoroughfares**

The main thoroughfares in the centre of the city are Church Street and Lord Street Here are many large, varied, and important business houses The streets are always crowded with pedestrians, and there is also a vast

cart and carriage traffic Quite recently additional tram rails have been laid in Lord Street, and the electric trams now run there

Continuing from St George's Crescent, we first visit **LORD STREET**, one of the most open and fashionable streets in the city, its architecture being of a very high class Forming part of the chief business thoroughfares, we are not surprised at the magnificence of the shops and at the high-class goods displayed in their windows Luxurious restaurants are a feature of the street

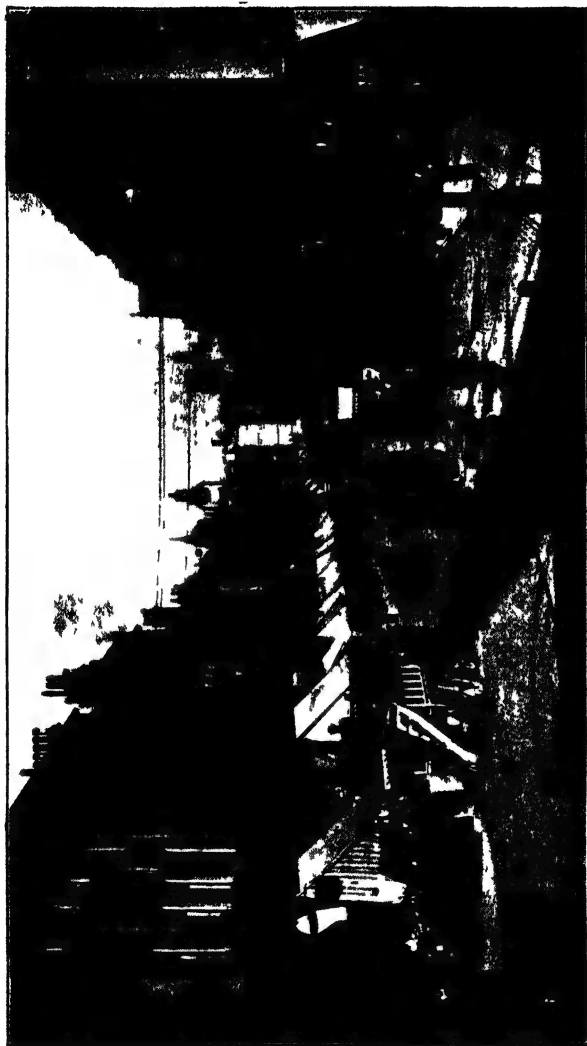
**NORTH JOHN STREET**, about half way along, runs, across Victoria Street, to Dale Street, and is continued, in the other direction, as **SOUTH JOHN STREET**, to the old Post Office

Lord Street changes its name to **CHURCH STREET**, at the spot where **WHITECHAPEL** and **PARADISE STREET** intersect it One of the chief features of the latter street is the **Grand Opera House**, and at its junction with Church Street, is the *Mitè Hotel*

Soon after entering Church Street, the architecture of which is quite as attractive as that of Lord Street, we reach—

### **The Pro-Cathedral (St Peter's Church),**

which gives the street its name It is, as we have seen, with St Nicholas, the joint parish church of Liverpool, The exterior has recently undergone important renovation The church occupies a commanding position on the right, though it presents none of those features of architectural beauty which might be expected in a building of its importance Indeed, a jest respecting the doors is enjoyed at the expense of the builder No two of them are alike This is accounted for by a tradition that the architect, who resided in London, sent four drawings of doorways for the inhabitants to make their choice, and that, from some cause or other, the builder introduced the whole, two being on the north side, towards Church Street, and the others facing School Lane The church was erected in 1704, in the reign of Queen Anne, at a cost of £3,500 It will seat thirteen



[Dundee

LORD STREET

Valentine & Sons Ltd ]

hundred people. The tower is square at the base and octagonal at the top. From each angle rises a pinnacle in the shape of a candlestick, with a gilded pane on each, representing the flame of a candle. This tower contains a clock with four dials and a fine peal of ten bells. The marble font was presented to the church. There are two marble monuments inside the communion-rails, that on the left, by John Gibson, R.A., in memory of Alderman Earle, is very fine. In the vestry there is a valuable library of theological works. The beautiful carved oak reredos is the work of a Liverpool ship carver. The gardens surrounding the cathedral are well kept by the Corporation, and are very beautiful. *Cathedral services on Sundays at 3 o p m, week-days, 5 o p m.* The patronage of the church rests now with the representatives of the late Mr W. E. Gladstone.

On the opposite side of the street is a princely pile of buildings, at one time known as "Compton House," erected by the Brothers Jeffery as a drapery establishment. It was converted, in 1872-73, into—

### The Compton Hotel

Constructed of Stourton stone, and in the Italian Renaissance style of architecture the edifice cost upwards of £150,000, exclusive of the site. It extends back to Leigh Street, and the sides front Tarleton Street, on the west, and Basnett Street, on the east. Consisting of seven storeys, it rises to a considerable height, and is surmounted by a Mansard roof, laid out as a promenade. At each of the Church Street corners are lofty pavilions, with ornamental iron railings on their summits; and midway between them is a large moulded panel, containing the date of the erection of the building—1867—and other information. A large portion of the ground floor has been converted into shops, in the Parisian and American style. The hotel occupies, as a glance at the plan of the city will show, a central position in the most fashionable portion of Liverpool's main artery. It is closely adjacent to the best shops, the chief public edifices, and the railway stations, and within easy distance

of the Landing Stage The principal entrance to the hotel, in Church Street, opens into a spacious hall, adjoining which are a restaurant and luncheon room and a capacious billiard room, lighted by electricity and containing eighteen tables On the first floor, approached by a handsome staircase, are a spacious coffee room for ladies and gentlemen, with ladies' drawing room adjoining, the windows commanding a view of the gardens of the Pro-Cathedral, and the walls adorned with valuable paintings, a well-appointed dining room, suites of private apartments, smoking and reading rooms, &c In all, the hotel contains two hundred and fifty rooms Some of the bedrooms have been arranged on the American principle, so that several can be used, with an adjoining sitting room, *en suite*, or they may be individually occupied and entirely shut off from each other

At the eastern extremity of the Pro-Cathedral Gardens is CHURCH ALLEY, leading to SCHOOL LANE, which runs from Paradise Street to Hanover Street, parallel with Church Street On the south side, and facing towards Church Street, is—

### The Blue-Coat Hospital and School,

founded in the year 1709, through the exertions of Bryan Blundell, a seafaring man, the last representative of a once powerful Catholic family at Ince, near Wigan Being converted to Protestantism, his grandfather was disowned by his family and became a mariner, in order to earn a livelihood In this vocation, he was followed by his son and grandson, and the latter, having his attention directed to the number of houseless and friendless children in Liverpool, determined, in connection with the Rev Robert Smythe, to do something for them Appealing to the mayor and other leading townsmen, he succeeded in raising funds to build the schoolhouse, appoint a master at £20 per annum, and provide for the maintenance and education of fifty poor children Owing to Blundell's exertions, the funds were added to from time to time, he himself contributing £2,000, and in 1756,

when he died, a hundred children were being clothed and fed in the hospital—"a sight," he declares, in his history of the undertaking, "I much and earnestly desired to see before I died" At the present time, three hundred and fifty children—two hundred and fifty boys and a hundred girls—enjoy the benefits of the charity The hospital is constructed of brick, with stone dressings, and has two projecting wings The children are admitted—orphans at eight and fatherless at nine years of age—and retained until the boys are fourteen, when they are provided with a trade or situation in which they can get a living The girls remain until they are sixteen, and are then placed in situations Ansdell, the animal painter, received his education here, he painted a picture of the board-room, which has been engraved The children attend the services in the Pro-Cathedral in the morning

Returning into Church Street, and continuing the walk, we see, on the left, PARKER STREET, which communicates with Lime Street, and Clayton Square and Elliot Street On the opposite side of Church Street, is— •

### **The Athenæum News Room and Library,**

a proprietary institution The famous William Roscoe and Dr Rutter were leading men in its foundation, which took place in 1798, the edifice being completed the following year, at a cost of £4,000 The ground floor is used as a news room, and is well supplied with charts, maps, globes, &c In the rooms above, is a valuable and curious library Many of the books were collected by Roscoe Recently the building had a narrow escape from destruction by fire

A few steps more, and we reach the foot of Bold Street, where is an open space formed by the junction with the line of thoroughfare we are following of HANOVER STREET, communicating directly with Canning Place and the line of Docks, and RANELAGH STREET, so called because it occupies the site of the Ranelagh Gardens, a very popular place of resort in the eighteenth century At the Bold Street corner, is—

### The Lyceum,

a handsome Ionic structure, erected in 1802, and said to bear some resemblance to the school of Aristotle, or to the temple of Apollo Lyceus (hence its name), at Athens. It contains a news room and library, the establishment of which dates back as far as 1758. The library is lighted by a dome in the roof, and is ornamented by busts of eminent authors. It presents a well-proportioned portico to Bold Street, and a classic front to Ranelagh Street, the latter is ornamented by columns and bas-reliefs.

Adjoining the Lyceum, and facing Ranelagh Street, is—

### The Central Railway Station,

the terminus of the Cheshire Lines—the Liverpool extension of the Great Northern, the Great Central, and the Midland Railways, and the Mersey Tunnel. It occupies an area of four acres and a half, most of it cut out of the rock. In this way, a valuable supply of good stone, largely used in the construction of the edifice, was obtained. The front of the station is one of the many very elegant buildings in the city. It is of four storeys, and is surmounted by a handsome clock. The native stone is faced with polished Aberdeen granite. A balcony runs round the booking hall, and affords access to the general offices of the company, which are located in the upper portions of the building. The station proper is much admired for its light and airy appearance and the elegant proportions of the roof, which consists of a single span, springing from the supporting walls at a height of twenty-five feet above the platform, and rising to an altitude of sixty-five feet. The platforms, with intervening “docks” for carriages, are six hundred and sixty feet long and rather more than a hundred and sixty wide.

Immediately beneath the western end of the station, and connected with it by a staircase and subway, is—

### The Mersey Railway Central Station,

thirty feet below the surface of the ground. The booking office is below the Lyceum, and there is an entrance from



**Ranelagh Street** No passenger lift is required here, but one is provided for the removal of luggage. The station is constructed on the same plan as that in James Street, but the platform is of the "island" type, *i.e.*, it has lines of rail on each side of it, and they are so arranged that trains can be worked alternately to and from the opposite sides. Trains are run in connection with those of the Cheshire Lines, so as to enable passengers by that railway to reach their destinations in the Wirral peninsula, or to gain the



Brown Baines &amp; Bell ]

[ Liverpool

### BOLD STREET

**Landing Stage** without loss of time. Passengers arriving at the Central Station are thus able to get to Birkenhead, New Brighton, Hoylake, and other places on the Cheshire side of the River Mersey, without having to cross the city, and residents in these suburbs have easy access to the centre of Liverpool *via* the Mersey Tunnel.

We now enter **BOLD STREET**—variously known as "the ladies' street," and "the Regent Street of Liverpool." It is narrow, but not inconveniently so, and boasts some of the best shops in the town—or, more correctly speaking, some

of the best displays of drapery, millinery, and jewellery. Sewing machines, too, are very conspicuous. There are now several clubs in this street. The vista is appropriately closed by the lofty and handsome tower of St Luke's Church. At No 31 is situated the handsome studio of *Messrs Brown, Barnes & Bell*, the well-known Liverpool photographers, to whom we are indebted for many of the illustrations appearing in this volume.

Several smaller streets run out of Bold Street, the most important being COLQUITT STREET. On the right-hand side of this is the **Apothecaries' Hall**. It has a bold front of white free-stone, ornamented by kneeling bulls, the figures of Galen, Hippocrates, Esculapius, Hygeia, &c. Near the junction of Colquitt and Duke Streets, is—

### The Royal Institution,

the focus for the literary and scientific societies of the district of which Liverpool is the centre. It was established in 1814, obtained the permission of the Prince Regent to adopt the title of "Royal" in 1817, and soon after that Prince had become king, as George IV, he granted the institution a charter of incorporation. Though described at times by its detractors as a "venerable fossil," and though other hard things are said of it, the institution has done, and is doing, a useful work. It has a committee room, theatre, library, lecture room, laboratory, a museum of natural history of great value and beauty, and a room set apart for the use of scientific instruments. In connection with this institution is a gallery of arts, in which are specimens of paintings from the earliest and rudest efforts down to the works of modern masters. Most of the paintings are now exhibited in the Walker Art Gallery.

Arrived at the head of Bold Street, we reach another breathing space formed by the junction with it of Renshaw, Leece, and Berry Streets, at the corner of the last two of which stands one of Liverpool's most important religious edifices—

### St Luke's Church

Its position is a very commanding one, but the design has been pronounced "a rifacciamento" of scraps put together with much painstaking and care and with a certain amount of beauty, but as an original composition it is a failure. The chancel is a copy of the famous Beauchamp Chapel at

**Warwick** The expansive flight of steps that lead up to the tower assist in giving an imposing effect to what is considered one of the most handsome churches in Liverpool. There are sittings for 1,250 people, and of these seats 260 are free. The tower contains a very fine peal of bells.

The streets which diverge at this spot from the route we have planned will enable the visitor to see some important buildings. Thus, a walk along **BERRY STREET** leads to another four-cross roads, formed by the intersection of that street and Great George Street by Duke Street (communicating with Canning Place) and Upper Duke Street. In the latter, which conducts to *St James's Cemetery*, is *St Mark's Church*, and facing the junction of the streets, is—

### **The Great George Street Chapel,**

perhaps, the most handsome of the chapels belonging to the Congregational body in Liverpool. It stands on the site of a previous building, erected to accommodate the large congregations attracted by the eloquence of the Rev T. Spencer. The Rev Dr Raffles, who ministered to the congregation for nearly half a century, succeeded Mr Spencer. The chapel was destroyed by fire in 1840, and the foundation of the present building was laid by Dr Raffles, of whom it is considered a memorial. The internal arrangements are such that every worshipper commands and is commanded by the pulpit, behind which is one of the best organs in Liverpool. The decorations are florid but chaste. Externally, the body of the chapel is ornamented by eighteen Corinthian pilasters, one between each window.

Further south, are *St James's Market* and *St James's Railway Station*, whence wide streets diverge in every direction.

**LEECE STREET** communicates with **HARDMAN STREET**, in which, and in **MYRTLE STREET**, its continuation, are quite a host of institutions—the *Blind School*, *Philharmonic Hall*, *Children's Infirmary*, *Myrtle Street Chapel* (where Hugh Stowell Brown ministered), and others.

The walk back to **St George's Hall** is along **RENSHAW STREET**. On the right is a *Unitarian Chapel*, where Charles Beard preached, and where influential Unitarians still worship. It has a handsome Ionic portico, and there is an air of simple dignity about it. Here lie the remains of Roscoe, interred in 1831, a marble bust in his memory occupies a niche in the church. Below is this inscription—

tion "William Roscoe, historian, poet, patriot, and Christian philanthropist, born in Liverpool, March, 1753, died, June, 1831. This monument was erected by his fellow worshippers, 1856"

On the opposite side of the street, is the site of St



Brown, Barnes & Bell,]

[Liverpool

#### THE SHAKESPEARE THEATRE, FRASER STREET

Andrew's Church, for many years noteworthy from its connection with the father of the late Mr W E Gladstone, and removed to the southern suburbs in 1894

Renshaw Street conducts to RANELAGH PLACE, an open space in front of the *Adelphi Hotel*, several important

thoroughfares—Mount Pleasant, Brownlow Hill, Copperas Hill, and Lime Street, besides Renshaw and Ranelagh Streets—converging at this point. The hotel occupies the site of the old White Horse Tavern, at one time connected with the Ranelagh Gardens, and extends from Brownlow Hill to Copperas Hill. It now belongs to the Midland Railway Company.

There are several other large hotels close at hand. The *Grand* is close to the Adelphi, and the *Washington* and *Imperial* are its near neighbours in Lime Street, while but a few steps off, up Mount Pleasant, is the *Shaftesbury Temperance Hotel*. Immediately in front of it, is the **Wesleyan Central Hall**, the “mother” of the Wesleyan chapels in Liverpool. The new front is ornamented by a couple of cupolas.

MOUNT PLEASANT, which forms a kind of arc, of which Brownlow Hill is the chord, contains many useful philanthropic institutions. Thus, on the west side, above the Shaftesbury Hotel, there is, occupying No 50, a plain building three storeys high, the **Liverpool Dental Hospital**, established in 1861 for the purpose of extending to the poor the benefits of the skill of the dental surgeons—who, by the way, appear to congregate in Roscoe Street. Here also is the **Hospital for Consumption**. Adjoining the hospital is a temperance hotel, *Hunt's*, and then, a walk of a few yards, leads us to the local habitation of the **Young Men's Christian Association**. Established in 1846, with the object of promoting “the improvement of the spiritual, mental, and social condition of young men,” the association has done a great deal of valuable work in a quiet unobtrusive way, and is still in the heyday of its activity. For some thirty years it was located in Renshaw Street. The corner-stone of the present structure was “placed” by Mr D L Moody, the famous American preacher, during his visit to Liverpool in March, 1875, and it was formally opened by the late Earl of Shaftesbury in October, 1877. It is an imposing edifice of French Gothic design, with a tower rising to a height of a hundred feet. The chief features are the reading-room on the ground

floor, and the lecture hall above it. The former is a spacious and comfortable apartment, fifty feet by forty-five, and sixteen and a half high. There are class rooms, a reference library, and other offices in the buildings. In 1882, the association purchased the *Liverpool Gymnasium*, a Franco-Italian edifice, the appointments of which are such as to make it one of the most complete gymnasia in the world.

Continuing eastward we pass the **Liverpool Hospital for Consumption and Diseases of the Chest** at the corner of Roscoe Street.

RODNEY STREET, along which we will make a slight digression, extends southward. It will conduct us to *St James's Cemetery*. On the right we pass **Rodney Hall**, and a few steps further, on the left, at the corner of MARYLAND STREET, which connects Rodney Street with Hope Street,—

### St Andrew's Presbyterian Church

(Church of Scotland) rears its attractive façade. Opened in 1824, by Irving, at that time in the zenith of his popularity, it is in the Ionic order of architecture. The portico, supported by three pillars, is deeply recessed and surmounted by a balustraded attic. The wings are solid and crowned with turrets which support cupolas. It will seat nearly seventeen hundred persons. The cost of the building was over £16,000.

The street has been the residence of several distinguished persons. The house opposite the church was at one time the mansion of the Bickersteth family, Mr Pudsey Dawson, the founder of the School for the Blind, lived in a house a little further south, and No. 62 was the birthplace of the late Right Hon. W. E. Gladstone, and, subsequently, the residence of Lord Cardwell, a leading member of Mr Gladstone's first Cabinet. For full description of Mr Gladstone's birthplace, see pp. 8-10.

Returning to Mount Pleasant we see at the corner of Hope Street, and standing almost on the site of the house where Roscoe was born, the **Liverpool Medical Institution**, erected in 1837, for the convenience of medical students. It is a small semicircular edifice, the front ornamented by six Ionic columns and eight square pilasters. It contains two lecture halls, a reading room, theatre, &c., and a valuable library, and, in the entrance hall, are busts of Drs. Bright,

**Carson, and Traill** On the opposite side of Mount Pleasant is a **Presbyterian Church**, a handsome structure, with a recessed Doric portico of stone. Separated from it by Great Oxford Street, are the **Wellington Assembly Rooms**. At one time the "Almack's" of Liverpool, the institution was founded in 1815, when the iron duke was in the zenith of his fame, it contains a ball-room, card-room, supper-room, and so forth. Lower down on this side of the road are *Temperance Hotels*, and also useful medical charities, which abound in the city.

**HOPE STREET**, which, like Rodney Street, leads to St James's Cemetery, contains some features worth notice. *Hope Hall*, which adjoins the Medical Institute, has had a somewhat varied history. Originally built in 1837, as the scene of the ministrations of the Rev R Aiken, a revivalist from the Isle of Man, it was afterwards consecrated as the Church of St John the Evangelist, in 1853, it was sold by auction, and converted to its present use, a hall in which public meetings, and so forth are held. The *Masonic Institute and Hall* almost faces Hope Hall, and adjoining the former is the *Catholic Institute*. On the opposite side of the street, at the junction of Hope Street with **CALFTONIAN STREET**, are the *Philharmonic Hall* and a handsome *Unitarian Church*, where Dr James Martineau used to preach.

From the end of Hope Street, Mount Pleasant forms a kind of crescent, and eventually reaches **BROWNLOW HILL**. On the southern side of the crescent are rooms where societies hold their gatherings. The opposite side is entirely occupied by—

### **The Liverpool Workhouse**

This is of Queen Anne architecture, and is built of brick with stone dressings. The front (to Brownlow Hill) is occupied by various offices in connection with the parochial system. On the western side, is the entrance for paupers and the room from which outdoor relief is distributed. The building and its sub-offices include washhouses, large fever wards, lunatic wards, and a general hospital for the sick, and on the east side is a handsome and commodious church, with tower and spire. Institutes in connection with the workhouse have been built in outside districts.

BROWNLOW HILL is a somewhat important thoroughfare, which runs almost due east, and connects Ranelagh Place with Edge Hill, the eastern district of the city, by means of Paddington and other streets. We reach it opposite—

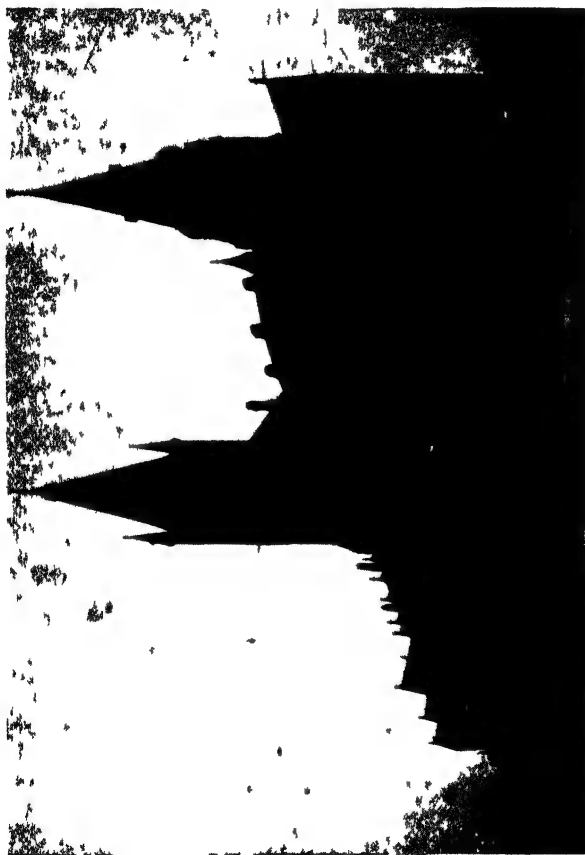
### The University College

(the local college of Victoria University), to the south of the Infirmary. The college was incorporated in 1881, and was formally opened in January, 1882, by the Earl of Derby. In June, 1884, the medical school connected with the Infirmary was amalgamated with the college, a new and complete system of chemical laboratories being erected. There are now eighteen endowed professorships and a large staff of assistant professors, lecturers, and readers.

The buildings of the college, designed by Mr Alfred Waterhouse, occupy a site four acres in extent, purchased by the Corporation in 1881 for the purpose. They consist of separate blocks.—The old temporary college, previously occupied as a lunatic asylum, and altered for collegiate purposes, the medical school, erected in 1845 and remodelled in 1872, the chemical department, the engineering laboratories, erected “for the benefit of his fellow-citizens and in honour of the Queen, in the jubilee year, 1887,” by Sir Andrew Barclay Walker, and the new college buildings, somewhat to the south of the others, opened by Earl Spencer, in December, 1892. The material employed is red brick with terra-cotta facings, and this portion includes the **Library**, which cost £16,000 and was a present from Sir Henry Tate, as witness the inscription beneath the bust of that gentleman, which occupies a prominent place therein:—*“Henry Tate, merchant and freeman of Liverpool, counting the gain of wisdom better than fine gold, built and furnished this library, as a treasure-house of learning and for the godly fellowship of students”*. The library is adorned with a large collection of costly engravings and there are 35,000 books. The latest additions to the buildings are a Bacteriological Laboratory, the largest in Europe, founded by W. Thompson Yates at a cost of £15,000, a Zoological Museum, from designs



by the Professor of Architecture, F M Simpson, and  
a new School of Hygiene



[Liverpool]

UNIVERSITY COLLEGE, BROWNLOW HILL

Byron &amp; Barnes &amp; Bell]

In addition to the library, the edifice contains the *Jubilee Tower*, erected by subscription, in commemoration of the Queen's jubilee, a large theatre and reading-room, and the

senate chamber The great hall is sixty-eight feet long and thirty wide, and the senate chamber is twenty-seven feet square An inscription on the south front of the edifice declares that it was "*raised by men of Liverpool, in the year of our Lord, 1892, for the advancement of learning and the ennoblement of life*", and in the tower are a clock and chimes, also a memorial of the jubilee of the accession to the throne of Queen Victoria The clock cost £1,000 It is the gift of Mr Hartley of Aintree It has four large illumined mosaic dials, each eleven feet in diameter, and these are connected by electricity with three dials in the college itself—one in the hall, a second in the library, and the third in the lecture theatre The hours and quarters are struck—the former upon a bell weighing thirty-nine hundredweight, the latter upon four smaller ones, respectively twenty-seven, fourteen, ten, and eight hundred-weight and a half The bells play the Cambridge chimes They were cast by Messrs Taylor and Sons, of Loughborough, and bear the inscription—

• "Ring out the old,  
Ring in the new  
Ring out the false,  
Ring in the true  
Ring in the Christ that is to be"

The late Mr George Holt was a generous donor to the College The principal entrance to the college opens into a large hall, wherein is a full-length *Statue of Mr Christopher Bushell*, a liberal supporter of the college, by Mr Bruce Joy, and one of the late *Duke of Albany*, executed by Prince Hohenlohe-Langenburg (and presented by Sir A B Walker), adorns the entrance hall of the engineering laboratory Adjoining the college, at the back, separated from it by only a narrow street, and extending northward to Pembroke Place, is—

### The New Royal Infirmary,

which took the place of the old infirmary, the internal arrangements of which were of a somewhat antiquated type, although externally it was a structure of some stateli-

ness, in 1890. The new building was formally opened by the late Duke of Clarence, on the 29th of October in that year. The noble pile of buildings was designed by Mr Alfred Waterhouse, A R A, and is justly considered, both in architecture and in the arrangement of the interior, to rank with the finest hospitals in the world. Affiliated to it are the Medical Faculty and University College and the Training School for Nurses.

The north-frontage—that to Pembroke Place—is a hundred and sixty-four feet in length, and in it is the administrative block, from the south of which a wide corridor runs east and west, and affords access to the various wards in the hospital. These are divided into six blocks, and between them contain nearly three hundred beds. They are three storeys high, those on the second floor being reserved for females, and those above them allotted to males. The oblong wards to the south-east and south-west, which, on the second floor, take thirty-two beds each, are, on the first floor, curtailed to give space for small pay wards and rooms for sick nurses in the south-east, and in the south-west block for operating rooms, in connection with the Thornton or obstetric ward. This latter block has two small theatres attached, while all the wards have a scullery, a sisters' room, a doctors' room, a separation room for two beds, and a dining or convalescent room. The lecture theatre and the main operating theatre are placed between the north-east and north-central wards. The out-patients' department is approached through an archway between the main building and the administrative block. On the west side, abutting on Brownlow Street, there is a range of doctors' rooms, with dressing rooms attached. At the end of the department are the dispensary and drug stores, which communicate also with the main building at the foot of the staircase. To the east side of the hospital, alongside Ashton Street, are the laundry and mortuary, approached through a corridor. At the south-east corner of the infirmary is the *Nurses' Home*, which is connected by a covered way with the end of the main corridor. On the south side, are sanitary towers, with spacious balconies, along which

convalescent patients may promenade. The handsome chapel is at the west end of the main ground-floor corridor, and a large recreation hall, on the same floor, is introduced beneath the south-central ward.

At the south corner of Brownlow Street, facing Brownlow Hill (therefore on our right hand), we next pass the **Ladies' Charity and Lying-in Hospital**, two institutions, with a common object, amalgamated in 1864. This home, which consists of four detached cottages, with an administrative block in the centre, was erected in 1844.

Close to the foot of the hill, and almost at the point at which Mount Pleasant and Brownlow Hill unite, is—

### St David's (Welsh) Church

The church was built in 1826, on a portion of the old Ranelagh Gardens. It is a simple parallelogram, with three recessed arches in front, with nothing of an ecclesiastical character about it.

Leaving the church, a few steps lead to Ranelagh Place, with the *Adelphi Hotel* occupying the whole of its east side.

COPPERAS HILL (which took its name from some extensive copperas works which formerly existed in this part of Liverpool, but were discontinued in the last decade of the eighteenth century), bounds the Adelphi Hotel on the north. It runs diagonally across the railway, just at the eastern extremity of the Lime Street station, and leads to the London Road, close to the statue of George III, thus opening out direct communication between Ranelagh Street (and the Docks) and the north-eastern portions of the city.

The other artery radiating from the front of the Adelphi Hotel, is RANELAGH STREET, in which are the Central Station and other edifices.

The excursion is concluded by walking along LIME STREET, which occupies the site of the batteries erected by Prince Rupert for the reduction of the castle during the siege of 1644. The street was laid out in 1745, and was at first named Limekiln Road, from some limekilns which stood where the railway station now is, but which were

removed, in consequence of proceedings taken by the Corporation in 1804, to the north shore. The name of the street was abbreviated in 1790. For some time after that date there were extensive rope walks abutting on it to the east and west, but, by 1825, both sides of the street were built. Originally, a narrow thoroughfare—inconveniently so as the traffic along it increased, it has been widened from time to time. One of these improvements necessitated the pulling down of a Baptist Chapel, the congregation attending which removed to the corner of Hope and Myrtle Streets, and built the new sanctuary since rendered famous by the ministrations of the Rev. Hugh Stowell Brown. Lime Street contains some good hotels, shops, and several places of amusement. Chief among the latter is the **New Empire Theatre**, formerly known as the “Alexandra,” already described as facing St. George’s Hall, the end of our walk.





*James Smith*

*[Tugboat]*

## "DIGNITY AND IMPUDENCE"

A Liner and a Tug,

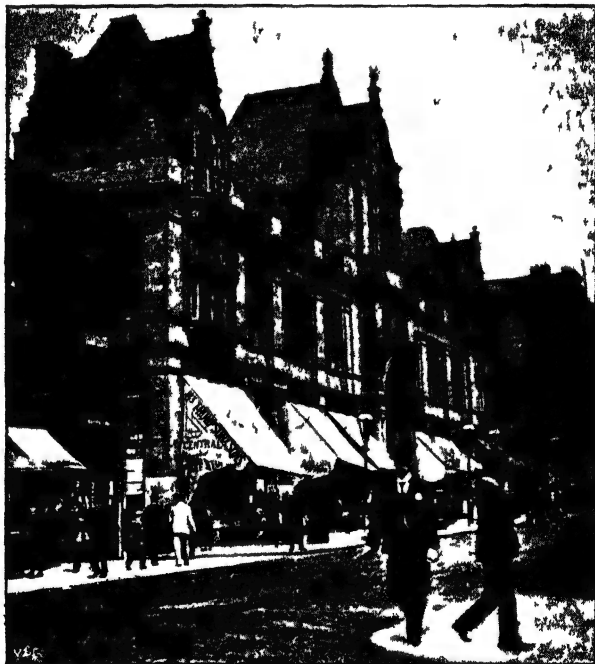
## CHAPTER V

### OTHER PLACES OF INTEREST IN THE CITY

**T**HE many institutions found in Liverpool are, of course, more varied than those of an inland town. To refer to all would require a large volume. We can merely point out some of the chief and more central points of interest. All are within easy 'bus or tram ride.

The **Markets** provide a great source of interest to a visitor in Liverpool, and it is chiefly in these places that one is able to grasp the cosmopolitan character of the greater part of the population of the port. The chief of the markets are in **GREAT CHARLOTTE STREET**, enormous buildings where both retail and wholesale trading in fish, poultry, meat, vegetables and fruit is carried on. There are other markets which deserve attention. *St Martin's* (or Scotland Road), a fine structure in Scotland Road, is not much used for trade now, but is of considerable value to the

squalid population of this part of the city as a place of recreation. The edifice is two hundred and thirteen feet in length by a hundred and twenty-five broad, and the architecture is of Grecian style. The market was opened for business in 1830, and cost the Corporation



[J. Smith]

[Liverpool]

ST JOHN'S MARKET, LIVERPOOL

£13,000. It has three entrances. *St James's Market* formerly served the south end of the city much in the same way. It was erected by the Corporation at a cost of £13,663, but it has been closed, as, being only a short distance from the central markets, it was considered

unnecessary. The site has now been purchased by the Lewis Trustees for the erection of artisans' dwellings.

The **Philharmonic Hall** is situated at the corner of Myrtle and Hope Streets, and is one of the finest concert rooms in the country. It was erected between 1846-48. In architecture it is Italian externally and Grecian internally. It possesses seating room for two thousand persons and has orchestral accommodation for three hundred performers. Its dimensions are a hundred and thirty-five feet long by a hundred and two feet broad and sixty feet in height. There are easy and rapid exits. Many things about the interior of the building are to be admired, especially the broad and elegant stairways. On the various landings are plaster figures with overhanging palm trees, and from the fruit, which is of ground glass, the light is emitted. On entering the body of the hall, where the stalls are placed, two noble arches are to be seen of nearly a hundred and six feet span, resting upon double pilasters of dark porphyry. Stucco work adorns the roof, which is flat above the covering, groined in diamond form, with pendants and knobs in the angles. The orchestra projects elliptically into the body of the hall, is steep, and has a stage box on each flank. In the centre is a fine organ, noted for its compass and the sweetness of its tones. In addition to the main hall there are several refreshment rooms and other chambers. The building is the most complete and one of the best as regards acoustic properties in the world.

The **Orphan Asylum** in Myrtle Street is in close proximity to the Philharmonic Hall, and accommodates 450 boys, girls, and infants who have lost both parents. Attached to the Asylum is a church in the Early English style. The foundation of the charity is mainly due to Mr J Aikin, and the church was given by the late Mr Haimood Banner. The institution is exclusively for poor Protestant orphans born within a radius of seven miles of the Liverpool Exchange. The girls' section of the orphanage was instituted in 1843, the boys' in 1853, and the infants' in 1859. The two homes, with the church standing between them, make



a picturesque set of buildings, though perhaps somewhat sombre

The **Sheltering Home** in Myrtle Street to provide homes in Canada for destitute children, is one of the most beneficent institutions in Liverpool. About two hundred children are received every year. The foundation stone was laid in 1888, and the building is a handsome red-bricked one, with a plentitude of windows, and one of the best systems of ventilation of any institution in the city.

The **Eye and Ear Infirmary** is also in Myrtle Street, and was completed in January, 1881. It is a Gothic structure of brick and terra-cotta.

The **Asylum or School for the Blind** is in Hardman Street (near also to Myrtle Street). It affords a home for about a hundred and twenty of those who are afflicted with blindness, and they are not only taught music, reading and other branches of education, but under able tuition are instructed in useful handicrafts, and thus equipped for the battle of life. The schools were instituted in 1791, and were the first of the kind in the world. Though incorporated in 1829, the school-house was originally built in Hotham Street in 1808, but the site was acquired for railway purposes and the school pulled down. The present school, which is in the Ionic style of architecture, was opened in 1850. The *Church of the Blessed Virgin Mary* is attached to it. The church is a beautiful specimen of Grecian architecture. Pudsey Dawson was the founder of this charity, and his memory is perpetuated by a cenotaph by Gibson, which has been erected in the church. There are also **Workshops for the Blind** in Cornwallis Street, where about a hundred and forty persons are employed. These workshops are a great boon to many of the blind people of the district. Here men can work at different employments, and earn sufficient to keep themselves in comfort. The institution was opened in 1871.

The **Homœopathic Hospital**, in Hope Street, was erected for the relief by homœopathic treatment of sufferers from various ailments. It was presented to the city in 1887 by Sir Henry Tate.

In Grove Street, near to Hardman Street and Myrtle Street, is situated the **Liverpool College for Girls**. It was opened in 1878 by the Countess of Derby, and is of Late Domestic Gothic architecture. It is constructed of white stone, and consists of two gable blocks, the projecting porch and turretted towers supporting a quadrangular spire which is a conspicuous feature of the street.

The **Adult Deaf and Dumb Institute** stands at the corner of Prince's Avenue, Selborne Street and Park Way. It is a very useful institution, and was opened in May, 1887, by the Princess Louise (Marchioness of Lorne). It is of Gothic architecture, and consists of a lecture-room, reading-room, library, coffee-room and gymnasium, and on its upper floor there is a chapel.

There is a **School for the Dumb and Deaf** in Oxford Street. It was founded in 1825, and removed to the present building in 1840. There is ample accommodation for a hundred and fifty boarders and day scholars. The children of the poor are admitted as day scholars, and are provided with dinners.

The **Northern Hospital**, containing a hundred and fifty-five beds, stands on a site given by the Corporation in Great Howard Street. It is being rebuilt, the Lewis Trustees having given a large sum for the purpose. **Stanley Hospital** was founded in 1867 by Dr Costine and Dr Sheldon. The institution is one of the most useful in the city and was originally built adjoining the Kirkdale Industrial Schools. The place soon became inadequate for the increasing demands upon it, and the present institution, given by the Earl of Derby, was opened in 1873 in Stanley Road. Recently there have been many improvements to this excellent institution. Over a thousand in-patients are treated annually.

The **Children's Infirmary** in Myrtle Street was established in 1851, and the existing structure was erected in 1866 to provide medical treatment and medicine for the children of the poor, to promote the advancement of medical science, with reference to the diseases of infancy and childhood, and to diffuse among the poorer classes a

better acquaintance with the methods of managing and nursing children during sickness. The institution is devoted exclusively to children under twelve years of age.

The **Liverpool College** with its middle and lower schools, in Shaw Street, is one of the most interesting buildings in the city. It is of Tudor-Gothic style, and was designed by Mr H L Elmes, famous for his design for St George's Hall. The material is red sandstone. Lord Stanley laid the foundation stone in October, 1840, and the late Mr Gladstone delivered the inaugural address, the Bishop of Chester presiding over the proceedings. The High School of the College is in Lodge Lane.

The **Masonic Hall**, in Hope Street, was built in 1872-3, the foundation stone having been laid, in the midst of the most imposing Masonic ceremonial that has taken place in Liverpool, on November 2nd of the first-named year, by Lord Skelmersdale, Provincial Grand Master of West Lancashire. The Italian style has been adopted in the architecture, and there are many handsome carved columns, capitals and pilasters about the structure, which is entered through a spacious porch reached by ascending a broad flight of steps. The different functions of the various local lodges take place in the building, which is most completely fitted up. There are dining halls, committee rooms, library, a large lodge-room containing an organ gallery, ante-rooms, offices, and other accessories.

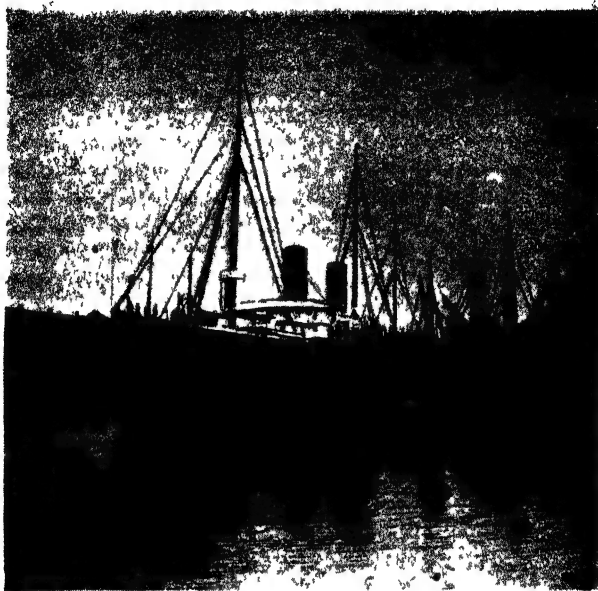
In Kirkdale, at the north of the city, are the **Parochial Industrial Schools**. These consist of a sombre-looking pile of buildings in Elizabethan style. The place occupies eighteen acres of land, and was constructed to hold twelve hundred children in connection with the Liverpool Workhouse. They are not only educated, but the boys are trained to skilled trades and the girls to domestic work. It is possible, however, that in the course of a few years the place will be put to some other purpose, and the pauper children relegated to pleasanter quarters in the shape of Cottage Homes in some rural part of the district.

Than the **Turner Memorial Home of Rest for Chronic Sufferers** a more pleasantly or suitably-situated institution

could not be found. It is erected on a secluded and well-wooded hill at the south end of the city, about a quarter of a mile from the river, and from its grounds and windows not only can the shipping of the Mersey be overlooked, but expansive views of the Cheshire coast and the Welsh hills can be obtained. Erected in 1884 by Mrs. Turner, in memory of her husband, Mr. Charles Turner, for many years a Member of Parliament for South-West Lancashire, and in memory of her son, the institution is designed to accommodate fifty-one sufferers. It is built of red sandstone and has a chapel attached.

On an adjoining site stands the **House of Providence**. This is one of the most earnest Christian institutions ever founded. It deals with the most pitiable, the most pathetic and tragic side of life. Monsignor Nugent founded it, and in doing so drew public sympathy to his side by its charter, which is "to save unmarried women who have erred, and to save their children". The building is of red sandstone, handsome, bright, almost elegant in its interior, and in its secluded situation enjoys solitude, quiet, and an uninterrupted outlook on charming landscape. It was opened two or three years ago, and Monsignor Nugent, who is famous among Roman Catholics throughout the world for his charitable works, sets forth in painful and pathetic recitals of "real life," the fearful infanticide by mothers of illegitimate children, owing to the "cruel, heartless way in which they are turned away from home, from friends, and from succour," in the terrible period of their trial. In this home the women have to attend to their own children, employ themselves with needlework, laundry-work, and house-work, and in this way largely contribute to their maintenance "while their futures are being safeguarded."





*Brown, Barnes & Bell*

*[Liverpool]*

THE "TEUTONIC" IN CANADA DOCK

## CHAPTER VI

### THE MERSEY DOCKS

**T**HE dock system on both sides of the Mersey—Liverpool and Birkenhead—is the finest in the world. Upon the docks and their working the prosperity of Liverpool, and indeed of Lancashire, mainly depends. They are chiefly the outcome of the enterprise and forethought of the Mersey Docks and Harbour Board, and the skill of officials who have served under the great Trust. Strange to say, the Board which controls the trade of the great seaport is mainly elected by a constituency under ten thousand, the qualification to vote being

the payment yearly of dock rates to the amount of £10. The Government holds the right of appointing nominee members, but the great majority of the Board are Liverpool shipowners and merchants. The Board is composed of twenty-eight members. There has at times, in various quarters, been dissatisfaction with the policy pursued by the Board, but generally speaking the members have been alive to the requirements of the port of Liverpool, and have safeguarded the interests of those who have invested money in the Dock Board Bonds.

The dock system, and the plan upon which it has been carried out, is principally due to the late Mr Jesse Hartley, who was the engineer to the Board, afterwards by the late Mr George F Lyster, and now by his son, Mr A Lyster. Mr Hartley's original plan was to have a continuous connection between all the docks on the Liverpool side from north to south, so that if need be a vessel once docked could proceed by this water connection from dock to dock without having to go into the river. The plan only now partially prevails, the water continuation being broken by the construction of approaches to the landing-stage and other obstacles.

Of course, from the time when Mr Hartley began his work there have been vast developments, particularly at the north end, where magnificent docks have been constructed, capable of accommodating the largest steamers and sailing vessels afloat.

A traveller by the overhead electric railway, which runs along the side of the line of docks, cannot help being struck by the size of the docks and the number of vessels of all descriptions to be seen in them. The line of docks on the Liverpool side of the Mersey is nearly seven miles, and there is an opinion that the Dock Board contemplate yet further extending the system. The total lineal quay space of the Liverpool docks and basins is 25 miles 1,172 yards. The total water area and quay space of the Liverpool and Birkenhead docks and basins is 35 miles 337 yards, the total length of floor of the Liverpool Graving Docks is 12,489 feet 10 inches, Birkenhead Graving Docks, 2,430 feet

The origin and development of this great dock system is an interesting chapter in the history of Liverpool. In the struggling years of Liverpool's existence, during the time when the "poor decayed town" was gradually taking its place among the seaports of Britain, some kind of harbour seems to have existed in the Mersey. For we find that, in 1551, a water bailiff was appointed, and that his duties included the care of the harbour and the oversight of the roadstead. In 1561, the old haven—such as it was—was destroyed by a hurricane, and the foundations of a new one were laid by the Mayor. This was constructed by the inhabitants, free of cost, each householder being called upon to provide a labourer for the work. The haven thus constructed was not, in all probability, of a very important or satisfactory kind, indeed, its position has been lost sight of, no maps or charts now in existence showing it. During the following century, spasmodic efforts were made from time to time to deepen the pool and remove obstructions, and, in 1635, a new quay was constructed. Still, the state of the anchorage was so bad that Captain Collins, writing in 1699, declares that "the ships lie aground before the town of Liverpool," the roadstead being unsafe on account of the strength of the tides and the storms which frequently lashed its waters into fury. Consequently, many of the vessels anchored in the Sloyne, on the Cheshire side of the river, where the ebb and flow of the tide was less felt.

It was not until 1709 that the Corporation appear to have seriously turned their attention to the necessity for providing better means of safety for the merchant vessels which began to frequent the port in (for those days) considerable numbers. They consulted Mr T Steers on the subject, and he adopted the idea of making use of floodgates to dam up the water in the docks, in order to render the vessels sheltered in them independent of the tide, while they were protected from storms which might rage in the outer ocean. Floodgates had been used from the times of the ancient Egyptians for various purposes, but they had never been turned to account in the way proposed by Mr.

Steers, to him, therefore, belongs the honour of originating the system of floating docks, which has been so valuable to commerce in every part of the globe. In 1710, the Corporation obtained power to construct the Old Dock, the preamble to their act stating that Liverpool was a seaport, which by long experience had been found to be of great importance for advancing the national revenue and trade in general, but that, for lack of landmarks, buoys, and other directions, the entrance to the port was so dangerous and difficult that strangers and others frequently lost their lives in trying to enter it, and that when they had entered the river they were exposed to great dangers from want of a convenient wet dock. The act also went on to state that the construction of such a dock, the erection of landmarks, and the buoying of the entrance channels would be useful for guiding the commanders of ships of war and other mariners into the port, and would be a means "greatly to encourage trade, advance her Majesty's revenues and the public good, not only of the said town and port and the counties adjacent in particular, but of the nation in general." Nine years later, by an act passed in the third year of George the First's reign, the Corporation were constituted a trust, and empowered to borrow money on the credit of the dock dues.

The *Old Dock* was completed and opened in 1715, its total water area was 3 acres 1,890 yards, while its entrance "cut" and the octagonal basin into which it opened afforded an additional acre and a half of water space. A small graving dock, adjoining the octagonal basin, was opened in 1715. Nothing more was done for many years. But by 1733, the development of the trade of the port had rendered the solitary dock incapable of accommodating all the shipping sailing into and out of the Mersey, and the Corporation resolved, in the year 1737, to make a further grant of seven acres of waste land for the construction of another dock and a pier. Mr Steers was again ordered to prepare plans and estimates for what was afterwards called the *Salthouse Dock*. The construction of the new dock occupied sixteen years, and when it was opened, in 1753,



Liverpool could boast of nearly nine acres of dock space. A writer of the times states that the inhabitants were then "universal merchants," trading to all foreign ports except Turkey and the East Indies. Liverpool also shared the commerce of Ireland and Wales with Bristol, engrossed most of the trade with Scotland, and was a much-frequented passage to the Isle of Man. After the construction of the Dry Dock, a fourth bill, sanctioning the addition of *George's Dock* to the estate, was introduced into Parliament in 1761. Lighthouses were at this period provided for the safety of ships entering the port, and their management was placed in the hands of the same trustees as the docks. With the opening of *George's Dock*, in 1771, Liverpool had more than thirteen acres of dock space, and the number of seamen employed in the port was 5,967, more than five times the number belonging to it in 1702. As indicating the commercial progress of the place, it may be stated that, while in 1760 the dock dues only yielded £2,330, they rose in 1774 to £4,580. In the following year, however, the American war broke out and, from that time until its close in 1783, the commerce of the port suffered so severely that, according to the annals of the time, about one-fourth of the inhabitants were dependent for support either on parish relief or private charity. The prospects of the port became brighter in 1785, when an act was passed to enable the Common Council to construct the *King's* and *Queen's Docks*, the former being opened in 1788 and the latter in 1796. In 1799, an act was obtained, sanctioning the construction of two docks north of the *George's Dock*.

The introduction of steam as the motive power of vessels about the year 1815 gave a great impetus to trade. In 1816, the *Queen's Dock*, after being enlarged, was re-opened, and about this time, the *Union* or *Half-Tide Dock* was constructed. By 1823, the dock space had been raised to 48 acres 4,155 yards, with a total quay space of 1,001 lineal yards. *George's Dock*, after its enlargement, was re-opened in 1825. The old dry dock, which was formed under the same act as the *Salthouse Dock*, was converted into a wet dock, named the *Canning Dock*, and opened in December, 1826. In



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**PIER HEAD AND APPROACH TO LANDING STAGE**

*Liverpool.*

1829, in consequence of the growth of local trade, it was thought advisable to fill up the Old Dock, which, from the influx of town sewage, had become a serious nuisance, and to build the Custom House upon its site

The docks continued to increase The *Clarence, Victoria, Trafalgar*, and others were added to those already existing, and in July, 1845, the Prince Consort opened the spacious one which bears his name, and which is important as being the first in which the system of warehouses—so marked a feature in the later Liverpool docks and in those at Birkenhead—was adopted The opening of five important docks—the *Salisbury, Collingwood, Stanley, Bramley-Moore*, and *Nelson*—at one time, on August 4, 1848, and more recently that of the *Langton* and the *Alexandria* Docks by the Prince and Princess of Wales, in 1881, are among the more important recent events connected with the docks

There are forty-five docks proper, besides branch docks, locks, &c, on the Liverpool side, and eight on the Birkenhead side, while Liverpool has seven basins, and Birkenhead one There are twenty-two graving docks at Liverpool and three at Birkenhead

The quays surrounding these various water areas are most capacious, so that there need be no delay in the shipment and unshipment of cargo To facilitate the trade of the port, machinery of the most modern description has been erected, including enormous cranes, capable of carrying up to one hundred tons weight, these are principally employed in the removal from sea-going steamers of engines needing repair The river frontage of the Docks extends for nearly seven miles, from north to south, and the river wall running the entire distance is faced with granite, laid in massive blocks, apparently capable of resisting for ages the action of the sea and of the atmosphere These magnificent docks are not only the pride of Liverpool, but the admiration of engineers and of mercantile and seafaring men from every quarter of the globe Unequalled for extent and capacity, they throw open their gates for the reception of the commerce of the world and afford accommodation for the mercantile

marine of every country under heaven. Their progress has, as we have seen, been almost unbroken and steady, and already their construction has cost more than thirty five millions sterling, a sum which will in all probability be considerably increased year by year to meet the requirements of the increasing trade of the port. The Docks were until 1857 managed by a committee of the Liverpool Town Council. But, in that year, there was passed an Act of Parliament by which the Mersey Docks and Harbour Board was constituted.

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A double line of railway was laid along the Dock property in 1864, and in 1891 an electrical overhead railway was extended over the entire length. Either of these means of locomotion—especially the latter—affords an opportunity to the visitor to gain, without much trouble, a general idea of the immense amount of traffic which daily passes through the port, as well as of the appearance of the Docks from the land. A trip to New Brighton shows at a glance the extent of the Docks northward, and a similar trip to Eastham gives an opportunity of judging of their extent in the other direction. The most southern dock of the system is—

### **The Herculaneum Dock,**

constructed in 1863-6, the water of which covers an area of seven acres and a half, it is surrounded by 596 yards of quayage. Its sills are twelve feet below datum, and it has two entrances, the one to the north, eighty, and that to the south, sixty feet wide. The **Herculaneum Branch Dock**, opening out of it, has an area of 2 acres 853 yards, and its quays are 577 lineal yards long. Three large graving docks, the total length of whose floor is 2,279½ feet, open out of this dock.

There were, up to a few years ago, a number of small and

\* The datum is the level of the Old Dock sill, it is marked on a tide gauge on the river face of the centre pier of the entrance to the Canning Half-Tide Dock.

**isolated docks**—basins originally formed by private individuals, as a matter of speculation, and which subsequently became part of the Mersey Dock Estate. The sites of these older works were absorbed in a magnificent range of new docks, extending from the Herculaneum, as far northward as the Brunswick Dock, the southernmost of the older group. Of these—

### **The Harrington Dock**

immediately adjoins the Herculaneum, from which it is entered by a passage sixty feet wide. It has an area of a little over nine acres, with 1,023 lineal yards of quayage. On its eastern side, a two-storey shed, ninety-five feet wide, extends the whole length of the quay, some twelve hundred feet. This type of shed allows of the very rapid discharge of cargo from ships, as it is furnished with quick-working hydraulic cranes of a novel type. They are placed upon the roof, so as to occupy no quay space. These roof, or "sparrow," cranes rapidly whip the goods out of the ships' holds and land them on the level of the upper floor, while the lower floor can be served by them or by the ordinary appliances belonging to the vessel.

At the north-western corner of the Harrington Dock, is a lock direct from the river for small craft, and from its north end, a passage leads to—

### **The Toxteth Dock**

This is somewhat larger than the Harrington Dock, having an area of a hundred and twelve acres, and 1,134 lineal yards of quayage. Its east and west quays are furnished with sheds of the same class as those of the Harrington Dock, but larger. There is a lock entrance from the river, fifty feet wide, and from its north-east corner, a passage leads to—

### **The Union Dock,**

which, though small, is a very important part of the system, for it forms the connection between the great deep-water new docks, just described, and the older docks, lying to the

northward All the new docks have been excavated to the low level of twelve feet below datum, so that vessels of deep draft can enter or leave them in any tide, the conformation of the river's bed at the Herculaneum entrance allowing of their sills being laid at that low level The Pluckington bank extends along the river front of the docks from the Brunswick to the Canning, and, as its level is comparatively high, the sills of the docks opposite it are laid at a level of only about six feet below datum, too high to allow vessels of deep draft to enter or leave them at the natural level during neap tides These docks have, however, recently been made available for such vessels by a special engineering expedient In the docks of the old group, from the Brunswick to the George's inclusive, the water is impounded over low neap tides, and is never allowed to fall below such a level as may be required to give sufficient flotation for the deepest vessel using the docks Such vessels may thus pass freely through any docks of the group, and, when entering or leaving them, do so by way of the Union Dock, serving as a lock, and the chain of deep new docks, which are, of course, worked to the natural level To provide for losses of water in this vast impounded area, about eighty acres in all, a set of pumps has been established at the west end of the Coburg Dock These are very powerful, and are capable of collectively passing as much as twelve hundred tons of water per minute from the river into the Docks

### The Brunswick Dock

and its **Half-Tide Dock** were, for many years, the great resort of the timber trade of the port Since the removal of that trade in 1858 to more extended accommodation in the northern docks, they have been used chiefly by shipping engaged in the South American and Spanish trades Opened in 1832, these cover an area of fourteen acres and a half To the south of the dock are two graving docks Between these and the river are a number of shipbuilding and repairing yards, and on the river front to the north of the half-tide dock is the **South Ferry Tidal Basin**, con-

structed about the year 1830 for the use of small craft. There is a small slipway on the north side for the use of boats, and on the south side is the **Dockyard**, the headquarters of the engineering department of the Dock estate. Here are the offices of that department, as well as the various large workshops for the construction and repair of the machinery, gates, &c., for the whole of the Docks.

East of the Brunswick Dock is—

The **Brunswick Branch** (or **Canal Dock**), part of which is the property of the railway companies, and which has in all a water area of an acre and a half.

### The Coburg Dock

is chiefly used by vessels engaged in the Spanish and West African trade; it has a water area of a little more than eight acres, with an outlet to the river seventy feet wide. It serves as a connecting link between the Brunswick and—

### The Queen's Dock,

which lies some little distance from the river, and is more than ten acres in extent. It has direct communication with the Mersey through the **Half-Tide Dock**, which has an area of nearly four acres. It is largely used by ships engaged in the Spanish and East Indian trades. On the south of the Half-Tide Dock, are two graving docks, and westward of these is a considerable area of land, with a frontage to the river, used for shipbuilding purposes. Southward is the **Trafford Dock** for the carrying trade.

A passage, fifty feet wide, connects the Queen's with—

### Wapping Dock

This is comparatively small, its area being only about five acres. It lies quite at the back of the line of Docks and communicates with the river either through the Queen's Dock and Half-Tide Dock, to the south, or the **Wapping Basin**, to its north, a water space scarcely two acres in extent, which is connected with the Mersey by a long canal-shaped cut, midway in which is the **Duke's Dock**, formerly belonging to the Bridgewater Canal Trust, and now

to the Manchester Ship Canal Company To the westward of the Wapping Dock is—

### **The King's Dock,**

communication with which is obtained through the Half-Tide Dock A huge block of single-storey warehouses occupies its western side, and shuts it out from the river These are used for the storage of tobacco and cigars Formerly, all tobacco not released—i.e., on which the duty was not paid by the importer—was burnt in the King's Tobacco-Pipe, a huge kiln built for the purpose, and now utilised in other ways

North of Wapping Basin and, like it, entirely separated from the river, is—

### **The Salthouse Dock**

Originally completed in 1753, it was greatly altered in 1844 and rebuilt in 1855 It derived its name from the fact that saltworks formerly existed on the site It has an area of six acres and a half, and possesses three outlets for traffic—southward, through the Wapping Basin, northward, through the Canning Dock, and westward, through—

### **The Albert Dock,**

which was opened by Prince Albert in 1845, and cost £782,000 It is used for the import trade from the East Indies, China, and South America Nearly eight acres in extent, its communication with the river is on the north side—by means of the **Canning Half-Tide Dock**, a somewhat irregularly-shaped basin, two and a half acres in extent, which acts as the feeder to—

### **The Canning Dock**

This dock, now chiefly frequented by coasting vessels, has a water area of nearly five acres It was at first known as the Dry Dock, but its name was changed in compliment to Mr Canning, who was in office at the time when the erection of the Custom House was decided upon The *Custom House*, which overlooks it, is described on p 81



### The Manchester Dock

lies between the Canning Half-Tide and the George's Docks We now reach the site of—

### The George's Dock,

which was so shut in by the **Landing Stage** and other structures that the vessels frequenting it had to enter and leave by means of the Canning and its Half-Tide Dock This dock has recently been purchased by the Corporation for the sum of £260,000 It will be filled up and used as a site for the new offices of the Dock Board, &c The new road which is to be constructed in continuation of James Street, will greatly improve the riverside approaches

GEORGE'S PARADE, in front of this dock, is a popular promenade Here are the **George's Baths**, erected by the Corporation in 1829, at a cost of £36,000 An illuminated clock in a turret over the building is a conspicuous object from the river

Passing the splendid new approaches to the **Landing Stage**, formed on the site of the old St George's Dock, we obtain a glimpse of the **Prince's Graving Dock**, 227 feet 4 inches long, and surrounded by a handsome wall, and then see the *Riverside Railway Station*, to the west of one of the largest docks in Liverpool—

### The Prince's Dock,

completed in the year 1821, at a cost of £561,059 It has a water area of eleven and a quarter acres, and eleven hundred and seventy-eight yards of quays, and outside its entrance is a **Half-Tide Dock**, which with its lock, a hundred and ten feet long, is nearly five acres in extent, it has 429 yards of quays Entering the dock at the northern end, we see a long vista of vessels on the right, lying close alongside the quay, with beams and planks of wood lashed together firmly, and reaching on to the decks of the vessels Now and then we get a glimpse to the extreme end of the shed, but the view is interrupted again and again by the busy crowd of men, horses, and drays Clerks are here



Liverpool

THE DANCE & JACK

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measuring the size of the packages, while others are entering the same in cargo-books. On all sides the clash of iron, the tramp of horses, and the shouts of sailors are to be heard. The clock tower, on the pier of the Half-Tide Dock, is a feature of the port. The sill of the dock is nearly six, and that of the Prince's Half-Tide Dock eight feet below datum. On the north side of the latter are the entrances to—

### • The Waterloo Docks,

the West Waterloo Dock, next the river, and the East Waterloo Dock, behind it. The former, opened in 1868, is three and a half acres in extent, and is chiefly used by vessels engaged in the Mediterranean trade, but it is in the East Waterloo Dock, half an acre less in area, that the visitor is chiefly interested. This was constructed in 1868 for the use of vessels engaged in the corn trade, the largest of which can be brought into the dock with perfect ease. It is surrounded on three sides by immense blocks of warehouses, specially fitted up and appropriated to the storage of grain. They occupy an area of 11,550 square yards, and contain on the aggregate fifty-seven thousand square yards, or about twelve acres, of floor space. The warehouses uniformly consist of six storeys and are supported on massive stone arches, which are utilised as cellars—rat proof and water-tight, as they need to be, for they are below the level of the dock. The corn is discharged from the vessels in bulk by simple yet effective machinery, worked by hydraulic power. From the ships, it passes into the cellar floor, whence it is raised in a species of hopper, worked by the same power, to the topmost floor. Each of these hoppers, of which there are five in all, carries exactly one ton, and it can be filled, raised, and discharged in something over a minute. On reaching the topmost floor, a valve opens and the grain pours out in a steady stream upon an endless band of india-rubber, about eighteen inches wide, which is kept in constant and rapid motion over a series of rollers. The effect of this action is very curious. The corn keeps its place exactly on the band,

not a grain falls to the ground on either side until, on arriving at the point of discharge, a guiding shoot sends the stream into the section of the particular floor marked out for it. By a simple system of registration the keepers of this vast granary—believed to be the largest in the world, the warehouses being capable of holding a hundred and sixty five thousand quarters of corn—can point out, with unfailing accuracy, the whereabouts of each consignment in store.

At the entrance from the half-tide basin is the dock-master's house and a hydraulic tower. Water is pumped into this tower by steam, and then by its application a pressure of seven hundred pounds to the square inch is gained. With this pressure and the assistance of machinery, the dock gateman has only to move a handle, and the immense flood gates open or shut as he wishes.

#### **The Victoria and Trafalgar Docks,**

each possessing an area of about six acres, have no direct communication with the river, but are entered from the West Waterloo Dock or from the half-tide dock belonging to the Clarence Dock. They both date from 1836, the Trafalgar Dock being devoted chiefly to the steam coasting trade.

#### **The Clarence Dock,**

opened in 1830, and its **Half-Tide Dock**, are largely used by the steampackets which ply to the different ports in Ireland, many of which—as witness those belonging to the City of Dublin and to the Belfast Steamship Companies—deserve the title of “floating palaces,” so frequently bestowed on the trans-Atlantic steamers, for they are of modern construction, lighted by electricity, and fitted with every comfort and luxury.

#### **The Salisbury, Collingwood, and Stanley Docks**

are in one line, at right angles to the river. The Salisbury Dock serves the purpose of a half-tide dock to the Collingwood, the Stanley, and the Nelson Dock, the latter communicating with the Bramley-Moore, which has a more

direct exit through the Wellington Half-Tide Dock. The **Collingwood** is largely used by steampackets plying to and from various ports in Great Britain and Ireland. The **Stanley Dock** is occupied by sailing ships of great bulk, and has large ranges of warehouses on the north and south quays. A chain of locks communicating with the Leeds and Liverpool Canal leads out of its eastern side. The **Nelson Dock** communicates with the Salisbury and Bramley-Moore Docks, and is used by steamships for the West Indies, the Pacific, and the Mediterranean, and also by the Cork Steamship Company's boats for Antwerp, Rotterdam, and Hamburg. In the **Bramley-Moore Dock** are steamships trading to the Brazils and River Plate, China, &c. On its east and north sides, is seen a high level railway supported on arches. This extends along the east side of the Wellington Dock as well, it was erected for the purpose of loading coal into vessels, the rails being in direct communication with the Lancashire and Yorkshire Railway and so with the great Lancashire coalfield. Steamers and sailing ships which take coals for cargo come alongside, and the huge iron cranes lift a railway truck-load off and lower it into the hold of the ship at once, bringing it back and placing it on the carriage in the space of five minutes. These five docks contain an area of 33 acres 722 yards and nearly two miles of quayage.

### **The Wellington Dock,**

to the north of the Bramley-Moore, is entered from the river by its own half-tide dock. This latter has an area of a little over three acres, and the Wellington Dock itself is nearly eight in extent.

### **The Sandon Dock**

is over ten acres in extent, and communicates through Sandon Basin with the Mersey. The south quay, with its shed, is used by steamers engaged in the West Indian trade, and on the north side are six graving docks, each 565 feet long, capable of receiving the largest class of vessel. The depth of water over the sills of these graving

docks can be increased to any desired extent by pumping into Sandon Dock from the river, so as to allow deep drafted vessels to enter or leave on low neap tides

### **The Huskisson Dock,**

opened in 1852, is used by steamers engaged in the Mediterranean and South American traffic. It consists of the main dock, nearly fifteen acres in area, and two branches, respectively eight and seven acres in extent.

### **The Canada Dock,**

added in 1858, is nearly fourteen hundred feet long, and contains a water area of nearly eighteen acres, with 1,272 yards of quaysage. It is connected at its southern extremity with the Huskisson Dock by two separate passages. On the eastward margin it has a sloping quay, for the purpose of unloading timber, for which traffic it was specially constructed. It communicates with Brocklebank Dock by a passage eighty feet wide, and with the Canada Basin by a lock, 498 feet long and a hundred wide, constructed specially for the reception of large ocean paddle-steamers, now superseded by screw-propelled vessels. The gates are opened by hydraulic machinery. The Canada Basin, which was enlarged and deepened in 1874, also affords access to—

### **The Brocklebank Dock,**

to the east of it, with the two Carriers Docks behind it, and to the Langton, Alexandra, and Hornby Docks, to the north

### **The Carriers Docks**

have each an entrance forty feet in width, and together an area of four acres. They are narrow sheets of water, but are very useful for the small craft employed on the river, for which purpose, as the name implies, they were constructed.

**The Langton Dock and the Alexandra Dock,** opened in September, 1881, by the Prince and Princess of Wales, were constructed in order to enable the larger vessels frequenting the port to enter or leave the Docks at all times without the delay, expense, and risk of loading

and discharging a part of their cargo in the river at low neap tides, as was previously the case. The Langton Dock was so named in memory of Mr William Langton, a former chairman of the Mersey Docks and Harbour Board, and the Princess of Wales bestowed her own name on the other, intimately connected with the Langton, when she performed the ceremony of "christening" them. The area of the Langton, with its branch, is upwards of twenty-one acres and its quay space extends to six thousand feet. On the south quay of the branch dock is a hydraulic crane, capable of lifting a hundred tons, and placed there for the purpose of dealing with heavy boilers and machinery. Opening out from it are two graving docks, each nine hundred and fifty feet long, and therefore capable of containing ships of the heaviest tonnage. The sills of the entrances to both docks are twelve feet below datum, and, if a spring tide rising say to a height of nineteen or twenty feet above datum, be added to this, there is from thirty-one to thirty-two feet of water in the entrances, of which there are two leading from the Canada Basin, each being sixty-five feet wide. Along the river wall, on the northern side of the basin, a greenheart timber jetty, resting on a bed of concrete, has been constructed. This projects into the river, and is provided with powerful sluicing apparatus for the purpose of maintaining the extreme depth required on the sills.

The Alexandra Dock is entered from the Langton by two passages, each sixty feet wide. Including its three large branches, each more capacious than many of the south docks, it has an area of forty-four and a half acres, with nearly twelve thousand feet of berthing accommodation, these dimensions making it the largest dock in the world. In order to give a clear idea of the capacity of the Alexandra Dock and its branches, it may be stated that they can hold at one time no fewer than twenty-two vessels of the greatest length and tonnage known in the Atlantic trade, in positions from which they may be loaded or discharged direct from the quays. The whole of the latter are covered with sheds of the most modern description for the protection of cargo.

The two docks are three and a half miles from the Town Hall, and their outer wall forms a noble promenade, which reaches as far as Seaforth. From any point of this, an uninterrupted view of the mouth of the river may be obtained. The military station, known as the North Fort, which till then stood in the vicinity of the Huskisson Dock, was dismantled when the Langton and Alexandra were constructed, and a new fort was built at the northern boundary of the Dock estate. The massive iron and timber gates and bridges of the two docks are worked by hydraulic power from a central position, the pumping machinery for emptying the graving docks being moved by two horizontal steam engines. The various buildings connected with the executive of these docks are of Gothic architecture, with a clock tower, a hundred and twenty feet high. In the west wall of the south shed of No 1 branch of the Alexandra Dock, there is a carving, in stone, of the arms of Great Britain, surrounded by wreaths, containing roses, thistles, and shamrocks, and supported by the feathers of the Prince of Wales, with the motto, "*Ich Dien*". Beneath is a granite tablet, on which are inscribed the following words: "*These arms of Great Britain, in the reign of George III, were removed from an old building on the Dock Estate, and re-erected here, as a memorial of the auspicious visit of their Royal Highnesses the Prince and Princess of Wales, on the occasion of the opening of these docks, September 8, 1881*".

### The Hornby Dock

was opened in January, 1884, and named after the then chairman of the Docks and Harbour Board. It is one of the largest of the docks, having an area of sixteen acres and three-quarters, and fourteen hundred and thirty yards of quayage. It is entered from the northern side of the Alexandra Dock, its passage being the same width as those which admit vessels to that and the Langton. It is used by many of the greyhounds of the Atlantic, and its northern side is set apart for the use of ships engaged in the timber trade. Each of the railway companies in Liverpool has stations on or near the line of docks.





*Brown, Barnes & Bell*

*[Liverpool]*

THE PALM HOUSE, SEFTON PARK

## CHAPTER VII

### PARKS, PLAYGROUNDS, ETC

**F**EW cities are better circumstanced with regard to open spaces, parks, playgrounds, and places "in the open" for recreation than Liverpool. Under the management of the Parks and Gardens Committee of the Corporation and private persons are Prince's Park, Sefton Park, Wavetree Park and playground, Newsham Park, Sheil Park, and Stanley Park. Newsham and Sheil Parks are practically one, extending together to about a hundred and seventy-five acres. Extensive playgrounds have also been established at different points of the city, and open spaces, such as Kensington Gardens, have been made in some of the most crowded places. These "lungs" of a great community are much appreciated, and in fine weather, especially when some of the city bands perform, they are thronged by all classes of people.

One result of the delay which took place before the Corporation woke up to the necessity of the provision of parks for the well-being of the dense population of which they were the guardians is that nearly all the land in the neighbourhood of the centre of the city was already built upon, and they had to go some distance afield in order to find space for their purpose, and to pay heavily for the land. The parks are, however, thanks to trams, buses, and railways, easily accessible from the business portions of Liverpool.

Besides recreation grounds, cemeteries, &c., there are six parks in the suburban portions of the city, stretching in a kind of semicircle from the north to the south. Those to the north and east may be most comfortably visited by the Walton, Greenlane or Wavertree tramcars. Edge Hill station is close to—

**Wavertree Park**, one of the smallest, but probably the most frequented of the Liverpool parks. It consists of about twenty-four acres, and was formerly the site of an old-world mansion, surrounded by extensive grounds and a grove of fine elms. This was purchased in 1843 by the Corporation as a site for a new gaol, but the site proved unsuitable for the purpose, and in 1856 it was laid out as a park. It contains an ornamental lake, with a fountain in the centre, a bandstand, and other provisions for the comfort and recreation of the crowds who take their ease during the summer months, and its attractions are considerably enhanced by the proximity of—

The **Botanical Gardens**, about a dozen acres in extent, which stand on the north-east side and also belong to the Corporation. They are well kept and admirably arranged. The conservatories are very extensive, and contain many rare tropical plants. The curator's offices are in a handsome white stone building, abutting on Edge Lane. Here is also an extensive botanical library, and a large collection of dried plants, presented to his fellow-townsmen by Mr Roscoe, of whom we have already spoken. The gardens afford an excellent opportunity for becoming acquainted with the details of plant life, all the trees, shrubs, &c., they

contain being plainly labelled, and a terse, but exhaustive, description of their characteristics and of the order to which each belongs, being attached to every plant

The **Wavertree Playground**, about one mile from the park, was presented to the Corporation by Philip Holt, Esq., a member of a family which has been connected with Liverpool's governing body for a century, one of them having been the first "lord" mayor of the city. It cost £80,000, and on the estate are several good houses, which Mr Holt included in his gift, intending their rents to be applied to the maintenance of the recreation ground which he wished to be set aside as a playground for the children educated in the public schools of the city. This desire was, of course, complied with, and the playground was opened in September, 1895, by the lord mayor, and formally taken possession of by some twelve thousand children, on behalf of their schoolfellows and those who will succeed them. The ground, which lies between Smithdown Road and Wavertree High Street and is bounded by a branch of the London and North-Western Railway, is nearly two hundred acres in extent. It has been described as "one enormous field—probably the largest extant—intersected by three main roadways, twelve feet in width." These, however, are so diminutive in comparison with the large area of grass acreage, about a hundred acres in extent, as to be hardly discernible. The four principal entrances are very handsome structures. One opens on to Wellington Road, another is in Smithdown Road, the third in Grange Terrace, off High Street, Wavertree, and the fourth in Prince Alfred Road.

**Newsham Park** (which may be reached by proceeding by rail to the Stanley or the Tue Brook stations, or by tramcar from St George's Hall) is half an hour's walk from Wavertree Park. The history of the estate dates back to an early period. It is mentioned, as *Neusum*, in the "Testa de Neville," of the reigns of Henry III and Edward I, at which time it belonged to Henry de Waleton. In the days of Edward IV, it passed by marriage to William Chorley, and continued in that family until 1715, when the

then representative and his son joined the rebels, and after the surrender at Preston were convicted of high treason. The father was executed, and the son died in prison. The confiscated estates were purchased by a neighbour, named Molyneux, whose descendant sold the park to the Corporation in 1846 for £85,000. More than a hundred acres of the estate were laid out as a park in the early sixties. The park contains ornamental water and a lake for sailing model boats. In this park stands the favourite shrine of nearly every nautical pilgrim who visits the city—

'The **Seamen's Orphanage**, a charity of which Liverpool is justly proud. It was founded in 1869 by the principal shipowners of the port, and was intended to provide a home for the children of poor sailors lost at sea, and to assist widows and other relatives with pecuniary grants. For some time it had to be content with the scanty accommodation afforded in an old private house in Duke Street, but its exceptionally strong claims upon public support soon pressed themselves upon all interested in the mercantile concerns of Liverpool, and a movement was started to give the institution a home worthy of the mission it was designed to fulfil. The building in Newsham Park is the result of that movement. The large sum needed for the work was quickly subscribed, and an endowment fund of £20,000 provided, so that the response of Liverpool to the appeal on behalf of the destitute little ones of poor Jack was something to be proud of. The Corporation gave the site of the building, and supplemented this with an additional gift of land for the church attached to the institution. Nearly every passenger ship sailing from Liverpool carries its "orphanage box," the joint contributions from which come to a good round sum every year. The building was opened by the Duke of Edinburgh in September, 1874. The structure is imposing, and its beautiful situation, with the lake of Newsham Park stretching along its front, and the masses of foliage around, adds materially to the effect. About three hundred and forty children find a home here, and three hundred and sixty widows are assisted in maintaining their children at

home The expenditure is about £9,500 per annum A visit to the chapel on Sunday is fraught with pleasant memories

Strolling through Newsham Park towards the city, we pass a large brick mansion, **Newsham House**, best known as the "Judge's Lodgings," used for the accommodation of the judges and other guests of the Corporation The Queen resided here when she visited Liverpool to open the Exhibition of 1886

**Sheil Park** is divided by Sheil Road from Newsham Park, or it may be reached by proceeding a short distance down the West Derby Road It formed part of the Newsham estate, and was constructed in 1862, being named after a then popular alderman, Mr Sheil, who took a leading part in its formation About fifteen acres in area, it is a favourite resort, especially with juveniles

**Stanley Park**, which in its attractiveness ranks next to Sefton Park, is about one and a half miles north of Newsham Park It occupies a large open space, ninety-five acres in extent, and part of it is sufficiently elevated to afford an extensive view to the north and west, parts of Cumberland, Westmorland, and Yorkshire being visible when the atmosphere is clear The park is beautifully laid out in terraces, walks, flower-beds, &c, and, as improved in 1899, contains spacious and ornamental artificial lakes and a model yacht pond Its planting was entrusted to Mr Kemp, who assisted Sir Joseph Paxton in laying out Birkenhead Park There has been added an aviary, the gift of Mr Councillor Grant The park was opened to the public on the 14th of May, 1870

**Anfield Cemetery** lies to the north-east of the park It was opened in 1863, and is arranged simply but effectively There are handsome mortuary chapels, in the Pointed style of architecture, for the Church of England, Nonconformist, and Romanist bodies, and as a portion of the land had to be raised to the level of the rest of the cemetery, the opportunity was embraced for the construction of about two acres of catacombs and brick vaults There is a

splendid Crematorium, opened in 1896, on land adjoining the cemetery

The two parks to the south of the city are best reached by tram, though visitors who prefer walking might shorten the distance by riding from the Central to St James's station. A short walk up Parliament Street will enable us to reach—

**St James's Cemetery**, which demands half an hour. The cemetery was formed on the site of a stone quarry, in 1827-9, at a cost of £21,000. It was, for many years, the chief burial-place of Liverpoolians, but latterly the operation of the law on the subject of intramural cemeteries has restricted its use to the case of possessors of vaults or graves. The mortuary chapel—or “oratory,” as it is called—is a gem of Grecian architecture, as pure as it is diminutive. The mound cast up on the west side and planted with trees is a pleasant promenade in fine weather. The cemetery contains a number of well-designed mementoes of the departed, but its chief feature is—

The **Mausoleum of Huskisson**, the eminent statesman, who was killed while assisting at the inauguration of the Liverpool and Manchester Railway. The case is of white freestone, and light is admitted through the dome that protects the statue. This dome is supported by fluted Corinthian columns, and is surmounted by a cross. The entrance door is panelled with plate-glass, through which the statue can be very well seen. The latter is from the chisel of John Gibson, and merits praise.

During the walk from the cemetery to Prince's Park—the route lies for a short distance along Upper Parliament Street, and then turns abruptly to the right along Prince's Road—we have an opportunity of noting some of the modern places of worship in the city. We pass several, the most attractive being the **Greek Church**, in the Byzantine style of architecture. It was designed by Mr Henry

**Summers**, after the model of the Church of St Theodore, Constantinople. The interior, with its tall marble pillars, is very handsome. There are four domes, three of which are over the western façade, and the fourth over the body of the church. On the opposite side of Prince's Road are the Jews' Synagogue and St Margaret's Church. The mansion between these—the Old and New Testament dispensations—is known as "The Fly Leaf." The tramcar runs to the principal gate of—

**Prince's Park**—Originally a part of the Toxteth royal park, the site of which passed into the possession of the Earl of Derby, and then into the hands of the Earl of Sefton. In 1843, Mr Yates, one of Liverpool's merchant princes, bought the land for £50,000, and presented it to his fellow-townsmen as a park—the first possessed by the Corporation. It is charmingly laid out, and is adorned with lakes, bridges, lawns, flower-beds, &c. Though small, it is a very pleasant resort. At the Prince's Road entrance is an obelisk of polished red granite, supporting a drinking fountain, and inscribed "*Erected to the memory of Richard Vaughan Yates, the enlightened and philanthropic founder of Prince's Park. Erected by public subscription, 1858*."

### Sefton Park,

the largest and most beautiful, as well as the most modern, of all the parks, is only a short distance from the last named, Ullet Lane opening out communication between the two. Sefton Park is nearly four hundred acres in extent, so that it is nearly as large as Hyde Park, London. Originally, it was some twenty-five acres smaller. The first portion of the ground was purchased by the Corporation, in 1854, from the Earl of Sefton (after whom it was named) for £250,000, and its tasteful construction cost nearly as much again. It was designed by M E André (director of the public parks of Paris) and Mr Hornblower (of Liverpool). The undulating formation of the ground lent itself to the purpose, and its verdant green-sward, beautiful trees, and bright flowers are much appreciated by the inhabitants of the more densely populated



[Liverpool]

# SEFTON PARK

Brown Barnes & Bell



parts of Liverpool. The foliage is very fine. Smooth, dustless paths wind in and out among the trees. The park contains the additional charm of running water. The extensive lake is fed by several little streams, which twist and turn about, and add to the beauties of the park. One stream is named the *Fordan*, and ultimately finds its way into the Mersey, near a farmhouse called *Fericho*. Two streams spring from rock to rock by a series of cascades. Little waterfalls are constructed all along the courses, and there is a chain of minor lakes, each bordered with beds of poppies



Brown, Barnes &amp; Bell]

[Liverpool

#### INTERIOR OF PALM HOUSE, SEFTON PARK

and other flowers and ferns. From these lakes fountains send up a pleasant cool stream of water, which falls in myriads of drops, and forms in the brilliant sunshine a delicately-tinted rainbow. On a round knoll, overlooking the lake, there rises a fine *Statue of William Rathbone*. The lake itself, having a uniform depth of about four feet, is a safe resort for skaters, and well suited for sailing model yachts. There are fine open spaces available for reviews and other public displays, and abundant accommodation for cricket, lawn tennis, &c, of which advantage is taken

during the summer months by various clubs, and cyclists find every facility. A flagstaff rises from the high ground in the centre of the park, and near it there was erected in the summer of 1896 a large **Palmhouse**, a present to the Corporation from Mr Yates Thompson. The building is entirely composed of glass and steel, except the base, which is formed of handsome red granite from the island of Mull. It is over seventy feet in height, and a hundred and thirteen feet in diameter, and is surmounted by a remarkably fine weather vane, representing Columbus's ship, made of bright copper. In the interior of the conservatory is some beautiful statuary.

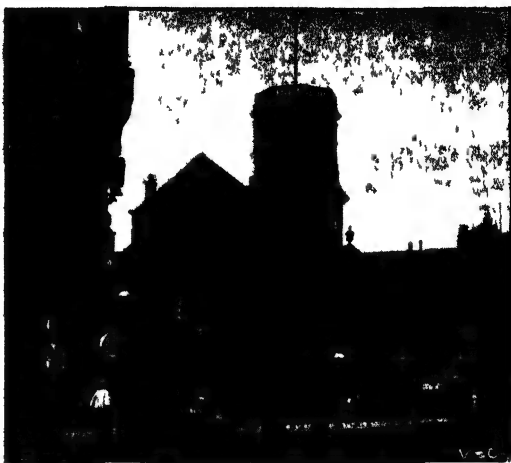
**Toxteth Park Cemetery**, in Smithdown Lane, inaugurated in 1856, is worth a visit. It has an area of forty acres, and has been laid out with great taste, the chapels and entrance lodges being of superior appearance. *It is open to the public on Sunday afternoons from two o'clock till sunset, and all day on week-days.*

The oldest cemetery in Liverpool is that known as the **Necropolis or Low Hill Cemetery**. It is now closed for funerals, but is open to visitors. It occupies five acres, and was opened in 1825. A walk through the grounds occupies about a quarter of an hour. The cemetery is laid out very tastefully and is kept in good order.

The **Jews' Cemetery**, in Deane Road, not far from the northern entrance to the Botanic Gardens, has an ornamental gateway, the arch over which, supported by handsome fluted columns, contains a Hebrew inscription, meaning, "*Here the weary are at rest*." There is another Jews' Cemetery in Green Lane, West Derby.

**St Mary's Cemetery** adjoins *St Mary's Church* (a Gothic edifice, built in 1835), in Walton Road, Kirkdale. The graveyard was opened in 1837. It is small, but prettily laid out. No burials are now allowed here.





[Smith.]

[Liverpool]

THE PRO-CATHEDRAL (ST PETER'S CHURCH)

## CHAPTER VIII

### LIVERPOOL'S RELIGIOUS LIFE—PLACES OF WORSHIP

**L**IVERPOOL may not have the same claim as some other places to be designated a "City of Churches." Still, the religious activity of the city and district, now as in the past, cannot be doubted. There are many religious institutions, places of worship for various denominations, and a number of spiritual agencies at work for the good of the people. Many eminent divines have preached and laboured in Liverpool. McNeile, Falloon, Carpenter, Forrest, Bardsley, Stubbs, Taylor, T. M. Lester, McNaught, Sheepshanks, and Adams for the Established Church; Goss, O'Reilly, Nugent, Gerard, Whiteside, Carr, and Dubberley, Roman Catholics; Raffles, Birrell, Mellor, Stowell Brown, Kelly, Martineau,

Beard, Thom, Watson, Aked, Thomas, and Muir, Nonconformists. A number of these pious and eloquent men have joined the majority, others have obtained high preferment, and others are still labouring in Liverpool.

Liverpool, though not remarkable for the beauty of its places of worship, contains several fine and imposing edifices. The Corporation, under very ancient powers, possess ecclesiastical property known as the "Corporation Churches." Two of these antique and historic edifices—for many years closely associated with the religious side of Liverpool life—the churches of St George, in George's Place, at the top of Lord Street, and St John's, near St George's Hall, have recently been demolished. The tower and spire of St George's have, however, been suffered to remain. Church building of late years has progressed rapidly in Liverpool among the various denominations.

The Church of England owns quite a host of edifices, not, as a rule, however, distinguished for beauty. Most of the older churches were built by shareholders, or in some such way, whilst some were taken over from other bodies of Christians, and—in certain cases—churches were constructed out of circus and music halls. The result is that the churches of the eighteenth and early part of the nineteenth centuries are amongst the ugliest in the kingdom. No people could be more sensible of the inartistic character of these buildings than the Liverpudlians themselves, and the result has been that of late years there has been a great improvement. Much of the "Carpenters' Gothic" is still extant, but as a whole the modern churches of Liverpool are very favourable specimens of architecture. At present, the city contains no great building as a cathedral, St Peter's Church being designated the pro-cathedral. Sooner or later, however, one will be erected—for the churchmen of Liverpool are wealthy and generous. The ritual at the various churches is very diversified, ranging from one extremity to the other, illustrating Macaulay's remark that the Church of England is a compromise between Geneva and Rome, so that it is possible for persons of every school of

thought in the Establishment to find a church at which the services suit their views

The Roman Catholics are a numerous body, and have a bishop and pro-cathedral of their own, as well as churches and seminaries

The Welsh population of Liverpool is very numerous, and maintains four Episcopal churches and several dissenting chapels of various types. Intellectually, the Unitarians have been a strong body, but their numbers are comparatively small. Much of their importance was, no doubt, due to the personal eminence of Dr James Martineau (a brother of Harriet Martineau), for years their leading minister, who held a position and exercised an influence very much akin to those of F. D. Maurice in London.

The following is a list of the principal places of worship in Liverpool. The figures indicate the hours of service on Sundays. —

### CHURCH OF ENGLAND

*\*\* The early services are celebrations of the Holy Communion. Those in the afternoon are, as a rule, for children.*

<i>Pro Cathedral (St Peter's Church)</i> Church Street 8 o, 11 o, 3 o (cathedral service) and 6 30	<i>Holy Trinity, Church Road, Wavertree</i> 8 o, 11 o, and 6 30
<i>All Saints', Prince's Park</i> 8 o, 11 o, 3 30, and 6 30	<i>St Agnes', Ullet Road, Sefton Park</i> 7 o (except third S in month 9 o), 8 o, 10 30, 3 30, and 7 o
<i>Blessed Virgin Mary, Blind Asylum, Hardman Street</i> 11 o and 6 30, third S in month, 9 45, fourth, 3 30 (children)	<i>St Andrew's, Toxteth Park</i> 11 o, 3 o, and 6 30
<i>Christ Church, Breeze Hill, Bootle</i> 8 o, 10 45, and 6 30, second S in month 3 o	<i>St Anne's, Aigburth</i> 11 o and 6 30
<i>Christ Church, Great Homer Street, Everton</i> 9 o, 11 o, and 6 30	<i>St Augustine's, Shaw Street, Everton</i> 11 o and 6 30, third S in month, 3 o
<i>Christ Church, Hunter Street</i> 8 o, 11 o, 3 30, and 6 30	<i>St Bede's, Hartington Road, Toxteth Park</i> 11 o, 3 o, and 6 30, second and fourth S in month 8 30
<i>Christ Church, Kensington</i> 11 o and 6 30, second and fourth S in month, 9 o, last, 4 o	<i>St Bride's, Percy Street</i> 11 o and 6 30, first S in month, 3 15, second and fourth, 8 o
<i>Christ Church, Linnet Lane, Sefton Park</i> 11 o, 3 30, and 6 30	<i>St Chrysostom's, Aubrey Street, Everton</i> 11 o, 3 o, and 6 30, first S in month 3 o
<i>Emmanuel, West Derby Road</i> 11 o, 3 o, and 6 30, fifth S in month, 8 o	<i>St Clement's, Beaumont Street, Windsor</i> 11 o and 6 30
<i>Holy Innocents', Myrtle Street</i> 8 o, 11 o, and 6 30	<i>St Cleopas', Beresford Road, Toxteth Park</i> 10 o, 11 o, 3 15, and 6 30, second and fourth S in month, 8 30, third 8 o
<i>Holy Trinity, Parliament Street, Toxteth Park</i> 11 o and 6 30, first S in month, 3 o, second and fourth, 8 o	<i>Mission Church</i> 11 o and 7 o
<i>Holy Trinity, Breck Road, Anfield</i> 11 o and 6 30, second, fourth, and fifth S in month, 8 o	<i>St Cyprian's, Edge Hill</i> 11 o and 6 30, second and fourth S in month, 8 o

- St Dunstan's**, Earle Road, Speke-land 80, 110, and 630, twice a month, 30  
**St George's**, Everton 90 and 110 3 15, 40, and 630  
**St James's** West Derby 1045, 4 15, and 630, monthly (children), 30  
**St James's**, Toxteth Park 110 and 630, second S in month, 30  
**St John's**, Bootle 110, 30, and 630  
**St John the Baptist's**, Tue Brook 80, 1045 3 15, 40, and 630  
**St John the Divine**, Holly Road, Fair-ield 830, 110, 430, and 630  
**St John the Evangelist**, Knotty Ash 110, 330 (children), and 630  
**St John the Evangelist**, Walton on-the-Hill 80, second, fourth, and fifth S in month 1045 and 630 last S in month, 3 15  
**St Lawrence's**, Kirkdale 1045 and 630  
**St Leonard's**, Bootle 820, 110 and 630  
**St Luke's**, Berry Street 110 and 630 first S in month, 8 15 (for men), second, fourth, and fifth, 80, last 3 15 (children)  
**St Margaret's**, Belmont Road 70 80, 90 110, 30, and 630  
**St Margaret's**, Toxteth Park 80, 110, and 630, alternate S 3 15  
**St Martin's in the Fields**, Blenheim Street 110, 30 and 630  
**St Mary's**, Bootle 80, 110 and 630  
**St Mary's**, Edge Hill 110, 30, and 630, twice monthly, 30  
**St Mary's**, Kirkdale 1045 and 630  
**St Mary's for the Deaf and Dumb**, Mulberry Street 110 and 630  
**St Mary's**, Walton-on-the-Hill 1045 and 630, once a month, 3 30  
**St Mary's**, Sandown Park, Waver-tree 830, 110, and 630  
**St Matthew's**, Scotland Road 110, 30, and 630 **Chapel of Ease**, Skirving Street 70 p m  
**St Matthew's**, Stanley Road, Bootle 80, 110, and 630  
**St Matthew and James**, Mossley Hill, Aigburth 110 and 630 first S in month, 30 (children) second and fourth, 80  
**St Matthias's**, Great Howard Street 110 and 630  
**St Michael's**, Upper Pitt Street 110, 40, and 630  
**St Nathaniel's**, Windsor 110, 30, 4 15, and 630  
**St Nicholas'**, Chapel Street 830, 1030, 30, and 645  
**St Paul's**, Belvidere Road, Prince's Park 80, 1045, 330 and 630  
**St Peter's**, Sackville Street, Everton 110, 30, and 630  
**St Peter's**, Orrell Lane, Aintree 1045 and 630  
**St Philemon's**, Windsor Street, Toxteth Park 110, and 630 second S in month, 30  
**St Saviour's**, Heskisson Street 110 and 630 first and third S in month, 40 second and fourth, 80  
**St Saviour's**, Brickfield Road North, Everton 110, 330, and 630  
**St Silas'**, Toxteth Park 110 and 630 first S in month, 30  
**St Simeon and St Jude**, Watford Road Anfield Road 830 second and fourth S in month, 110 and 630, 30 once a month  
**St Stephen the Martyr**, Grove Street, Edge Hill 80, 110, and 630  
**Blue Coat School** 630  
**Seamen's Orphan Institution**, News-ham Park 100 and 30

## BAPTIST

The services on Sundays commence, as a rule, at 1045 and 630

Bootle—Stanley Road	Pembroke Place	Toxteth Tabernacle, Park
Kensington — Jubilee Drive	Prince's Gate	Road
Myrtle Street	Richmond Chapel —	
	Breck Road	

## CATHOLIC APOSTOLIC

Catherine Street, Liverpool 60 and 100 a m and 50 p m

## CONGREGATIONAL

As a rule, the services commence at 110 and 630

Emmanuel, Stanley Road, Bootle	Green Lane, Stoneycroft Grove Street	Norwood, West Derby Road
Everton Brow Crescent	Netherfield Road North, Everton (at 1030 and 60)	Park Road, Toxteth Park
Great George Street		Westminster Road

## METHODIST NEW CONNEXION

Breckfield Road North 10 45 and 6 30		Park Place, Toxteth Park 10 30 and 6 30
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## CHURCH OF SCOTLAND

St Andrew's, Rodney Street 11 0 and 6 30		Oldham Street 11 0 and 6 30
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## PRESBYTERIAN CHURCH OF ENGLAND

The services commence, as a rule, at 11 0 and 6 30

Beech Street, Fairfield		Hawthorne Road, Bootle		Queens Road Everton
Belvedere Road ( <i>Trinity</i> )		( <i>Trinity</i> )		St George's Myrtle Street
Canning Street (10 30 and 6 30)		Islington		Sefton Park (Dr Wat- son's)
Everton Valley		Mount Pleasant		Union, Fountains Road
Walton (10 45 and 6 30)		Prince's Road, Toxteth Park		

## PRIMITIVE METHODIST

FIRST CIRCUIT—Prince's Road

SECOND CIRCUIT—Boundary Street East and County Road

THIRD CIRCUIT—Everton Road, Everton Village Jubilee Drive

## ROMAN CATHOLIC

Pro Cathedral ( <i>St Nicholas</i> ), Copperas Hill 8 0, 9 0, 10 0, 11 0, 2 45, and 6 30		St Anne's, Edge Hill 8 0, 9 0, 10 0, 11 0, 3 0, and 6 30
Holy Cross, Standish Street 7 0, 8 0, 9 0, 10 0, 11 0, 3 0, and 6 30		St Anthony's, Scotland Road 7 0, 8 0, 9 0, 10 0, 11 0, 3 0, and 6 30
Our Lady of the Annunciation, Bishop Eton, Wavertree 6 0, 7 0, 8 0, 10 30, and 4 0		St Francis Xavier's, Salisbury Street 7 0, 8 0, 9 0, 10 0, 11 0, 3 30, and 6 30
Our Lady of Good Help, Wavertree 8 0, 9 30, 11 0, 3 0, and 6 30		St Joseph's, Grosvenor Street 7 0 8 0, 9 0, 10 0, 11 0, 2 30, and 6 30
Our Lady of Mount Carmel, High Park Street, Toxteth Park 8 0, 9 0 10 0, 11 0, 3 0, and 6 30		St Michael's, West Derby Road 8 0 9 0, 10 0, 11 0, 2 30, and 6 30
Sacred Heart, Mount Vernon Street 8 0, 9 0, 10 0, 11 0, 2 30, and 6 30		St Oswald's, Old Swan 7 15, 8 45, 10 0, 11 0, 3 0, and 6 30
St Alexander's, Bootle 8 0, 9 0, 10 0, 11 0, 3 0 and 6 30		St Patrick's, Park Place 7 30, 9 0, 10 0, 11 0, and 6 30
		St Peter's, Seel Street 8 0, 9 0, 10 0, 11 0, 2 30, and 6 30
		St Vincent de Paul, St James' Street 7 0, 8 0, 9 0, 10 0, 11 0, 2 30, and 6 30

## UNITED METHODIST FREE CHURCH

NORTH CIRCUIT—Hamilton Road Stuart Road—10 45 and 6 30

CENTRAL CIRCUIT—Grove Street—10 45 and 6 30

## UNITARIAN

At 11 0 and 6 30

Ancient Chapel, Toxteth  
Hope Street.

| Renshaw Street

## WESLEYAN METHODIST

**BRUNSWICK CIRCUIT**—*Brunswick Chapel*, Moss Street Laurel Road, Fairfield, Tue Brook—10 30 and 6 30  
**GREAT HOMER STREET CIRCUIT**—*Anfield Chapel*, Oakfield Road—10 30 and 6 30 Whitefield Road—10 45 and 6 30  
**WESLEY CIRCUIT**—*Wesley Chapel*, Stanhope Street *Wesley Chapel*, Lodge Lane—10 30 and 6 30  
**ST JOHN'S CIRCUIT**—*St John's Chapel*, Belvedere Road, Prince's Park—10 45 and 6 30  
**PITT STREET MISSION**—*Central Hall*, Mount Pleasant—11 30 *Exchange Station Shoeblacks' Home*—6 30  
**BOOTLE CIRCUIT**—*Balliol Road*—10 45 and 6 30  
**GROVE STREET CIRCUIT**—*Trinity Chapel*, Grove Street *St Paul's*, Stoneycroft—10 30 and 6 30

## WELSH CHURCHES AND CHAPELS

## CHURCH OF ENGLAND

*St David's*, Brownlow Hill 10 30 and 6 30  
*St Dainio's*, Upper Parliament Street 10 30 and 6 30  
*St Asaph's*, Mayfields, Kirkdale 10 45 and 6 30

## BAPTIST CHAPELS

All at 10 30 and 6 0

Brasenose Road, Bootle | Knowsley Road | Rhyl Street, Bootle

## CALVINISTIC METHODISTS, OR WELSH PRESBYTERIANS

As a rule, the services on Sunday begin at 10 0 and 6 0

Anfield Road	Everton Brow	Prince's Road, Prince's
Catherine Street	Fitz Clarence Street,	Park
David Street, Park Road	Everton	Newsham Park

## CONGREGATIONAL

The Sunday services commence at 10 30 or 11 0 at 6 0 or 6 30

Browside Everton	Great Mersey Street,	Marsh Lane, Bootle
Earle Road	Kirkdale	Tabernacle—Netherfield
Grove Street	Kensington	Road
	Park Road Toxteth Park	

## WESLEYAN

**SHAW STREET CIRCUIT**—*Shaw Street*—10 30 and 6 0 *Boundary Street (Nos Lau)*—10 30 and 6 0 *Trinity Road, Bootle*—10 30 and 6 0  
**MOUNT ZION CIRCUIT**—*Prince's Road, Liverpool*, at 10 30 and 6 0

## MISCELLANEOUS

*Christadelphian*—12, Hardman Street 11 0 and 6 30

*Church of Islam (Mahomedan)*  
*Mosque*—8 Brougham Terrace,  
 West Derby Road 7 0

*Free Gospel Church*—Elizabeth Street  
*German Evangelical Church*—Renshaw  
 Street 11 0 and 6 30

*Greek Church (St Nicholas)*—Berkley  
 Street 11 30

*Jewish Synagogue*—Prince's Road  
 on Saturdays—Sabbath at 9 0 4 0  
 and sunset

*Missions to Seamen*—Hanover Street  
 11 0 and 7 0 *Bootle*, 11 0 and 7 0,  
 South Sutors Home, 3 0

*New Church, or Swedenborgian*—  
*Bedford Street*, North 11 0 and 6 30  
*Reformed Episcopal—Christ Church*  
*Buckingham Road Tue Brook* 11 0  
 and 6 30

*Salvation Army*—Athenium, 9, Brand  
 Street Everton

*Scandinavian Church*—Park Lane  
 11 0 and 5 0

*Seamen's Friend Society Sailors' Chapel*  
 —Wellington Road, Toxteth Park  
 11 0 and 6 30



It would be impossible to describe a tithe of the buildings enumerated. Some of the more important have already been mentioned, and the following may be taken as types of the others —

**St Agnes' Church**, Ullet Road, Sefton Park. Erected 1885 by Mr Douglas Horsfall, as a memorial to his father, at a cost of £30,000. It is built of red brick with red stone facings, and roofed with tiles. Internally it is of Bath stone. The furniture and fittings are all of the most costly description—marble steps and floor to the chancel, alabaster credos and pulpit, wrought iron and gilt chancel screen, &c.

**Christ Church**, Great Homer Street, was erected in 1848, in memory of Mr Charles Horsfall. It is of stone and in the Perpendicular style, and is described as "a very excellent reproduction of a parish church of the fifteenth century, with nave, aisles, and chancel, and a west-end tower and spire, executed in white stone."

**Christ Church**, Toxteth Park, was erected by Mr G H Horsfall, of Aigburth. It is of Transitional Gothic, very freely treated, and is built of Stourton stone, of two tints, with a slight sprinkling of red sandstone. The foundation stone was laid in May, 1868, and the church was consecrated by the Bishop of Chester, April 27, 1871. The plan embraces nave, north and south aisles, chancel, vestry, and tower, with east, north, and south-west porches. There are also outer and inner porches to the tower. The tower is placed at the north-east angle of the church, and, if of a more elaborate design, would have had a very elegant effect, being a hundred and seventy-five feet high. The interior of the church is beautified by rich carving. The pulpit, of Caen stone, stands upon a moulded base. It is a very effective piece of masonry, enriched with alabaster shafts, panels, green marble bands, carved and moulded.

**Christ Church**, Kensington, built by Miss Colquitt, at a cost of over £10,000, was consecrated in 1870. The chief feature of the building is the bold detached tower at the north-west angle, with a slated spire.

**Emmanuel Church** the spire of which is a feature of

West Derby Road, was built in 1867 by a munificent Liverpool merchant, Mr Thomas Darnley Anderson, at a cost of £14,000. This church possesses a very handsome interior. It is of Early English architecture, and consists of an apsidal chancel, nave of three bays, aisles, and north and south porches.

**St Augustine's Church**, in Shaw Street, near to the Liverpool College, was built in 1830. It is of Classic architecture, and has a western tower with pinnacles.

**St Bride's**, Percy Street, is, says Picton, "an oblong cella, with a neat prostyle Ionic portico, it does not boast a steeple." It was consecrated in 1830, and has thirteen hundred sittings.

**St Chrysostom's Church**, in Aubrey Street, is of Gothic architecture, and was built in 1832. It comprises a chancel with aisle, nave of five bays with aisles, and transepts. The design of the chancel, by Raffles Brown, is harmonious and graceful. The church will seat twelve hundred persons.

**St Cyprian's Church**, corner of Durning Road and Edge Lane, is built of Runcorn stone. The pulpit and font are of Caen stone. The tower rises to about a hundred and twenty feet, and the spire, when added, will reach a hundred and eighty feet in height.

**St Dunstan's Church**, Earle Road, Edge Hill, erected by the Earle family in memory of Mr Thomas Earle of Spekeland. The style is thirteenth-century Gothic, built of brick and terra cotta. The windows are filled with stained glass, and, with the exception of four, commemorate various members of the Earle family. The principal feature of the exterior is the west front with the window in memoriam of Major-General William Earle, C B, killed in the Soudan.

**St George's Church**, Everton, stands on the site of the Old Beacon Tower, which occupied the top of the hill, and fell to the ground in 1803. The church is of Perpendicular architecture, from designs by Rickman. The tower, which has eight pinnacles, is a hundred feet high, and contains four large "lights." There are in the church twenty-four stained-glass windows, and a font of marble and Caen

**stone** The edifice contains accommodation for eight hundred worshippers

**St John the Evangelist Church**, Walton, commenced in April, 1876, was the second church consecrated by the Bishop of Liverpool after the erection of the See in 1880. The stone used in its construction came from the Melling quarries. The style is of the transition period between Norman and Gothic. Several additions have been recently carried out including a bay to the nave and aisles, a narthex, a porch to each of the aisles, and a *flèche* as belfry over the narthex. The reredos is a fine piece of sculpture, about six feet square, by Thomas Woolner, R.A., depicting the Crucifixion, with attendant figures, in high relief. It is of white marble set in a massive frame of granite.

**St Leonard's Church**, Bootle, was built in 1888-9, on a site given by Lord Derby. It consists of chancel, nave, and aisles, and is constructed of Ruabon brick, mixed with red sandstone, and with terra cotta dressings. The east end, which faces the street, is flanked with buttresses, terminating in richly cut and moulded pinnacles, and pierced with lofty windows, the tracery of which is richly designed.

**St Margaret's Church**, Anfield, was built by the late Mr William Preston, Mayor of Liverpool. The church cost nearly £30,000. It is of a modified Italian-Gothic style, from designs by Messrs W and G Audsley, and is built of gray brick, with coloured arches, strings, and cornices. The clerestory consists of a number of rose windows, in recesses, and there are large windows of the same kind above the deeply-recessed western portal. The transepts terminate in gables lighted by large double windows with tracied heads, and rose windows above them. There can be no dispute as to the taste displayed in the design, and the fertile imagination in the details and decoration. The church is nearly always open, and an inspection of the interior, and especially of the beautiful chancel, will be a treat to all who admire rich and elegant proportions in this branch of art. This is one of the most noted ritualistic churches in Liverpool.

**St. Margaret's Church**, Prince's Road, is of brick, with sandstone dressings and a high-pitched roof. The church consists of chancel, nave, and side aisles, the former is profusely decorated and shut off from the body of the church by a wall of polished marble. The church is noted for its elaborate ritual, which has been the cause of proceedings in the courts.

**St. Martin's Church** (or, *St. Martin's in-the-Fields*) is situated in Sylvester Street, Vauxhall Road. It is a handsome edifice of Later English architecture, and has a beautiful stained east window, containing a hundred and eighty figures. At its west end, is a square embattled tower, with angular turrets, surmounted by an octagonal spire. The chancel projects into the nave, and is framed in by carved oak parclose screens. The stalls and fittings are of the same material, and the floor is paved with encaustic tiles.

**St. Mary's Parish Church**, Walton-on-the-Hill, is the "*Mother Church*" of Liverpool. It is mentioned in Domesday Book, and in 1291 it was valued at the then comparatively large sum of £44. The benefice is now worth £1,400 per annum. The nave of the present church was built in 1742, the chancel in 1810, and the noble tower in 1831. From the year 1326 to 1890, it possessed a vicar and a rector, but on the death of the former in 1890 the vicarage was suppressed, and part of the vicar's tithes utilised to raise the stipend of the bishop of the diocese to £4,200, while the emoluments of several clergymen labouring in the parish of Walton were increased by the balance of the revenue derived from the tithes.

**St. Matthias' Church**, Great Howard Street, is a Gothic structure of red sandstone, consisting of nave and side aisles, and seating one thousand persons. At the south-west angle is a small, ill-proportioned tower and spire, on which much time and labour have been wasted in ornamentation, and which looks as if it scarcely belonged to the church.

**St. Matthew's Church**, in Scotland Road, was originally built as a Scotch Established Church, and its spire, a hun-

dred feet high, long retained on its apex the national emblem, the Thistle. Being purchased by the Lancashire and Yorkshire Railway, as a substitute for the church of St Matthew, removed in the construction of their line, it received its present name.

**St Michael's Church**, Cornwallis Street, was consecrated in 1826. It is an elegant structure, of Grecian design, and has a steeple composed of two receding turrets, surmounted by a spire, two hundred feet high.

**St Nicholas' Parish Church**, dedicated 1361, rebuilt 1774, new tower and lantern built 1815. The lantern is peculiarly light, elegant, and original. The height to the top of the lantern is a hundred and twenty feet. A splendid peal of twelve bells is in the tower. The benefice, with St Peter's, is worth £1,600 a year.

**St Paul's Church**, Prince's Park, in the Perpendicular Gothic style, erected in 1848 for the ministrations of the late Rev Hugh McNeile, D.D., subsequently Dean of Ripon, is of red sandstone. It consists of chancel and nave, with transepts and side aisles, and its west end is beautified by a tower and spire, rising to an altitude of a hundred and fifty feet.

**St Saviour's Church**, situated on the south side of Huskisson Street, at the corner of Bloom Street, is a red sandstone edifice, of a style of architecture which Picton calls "Conventicular," but which more precise authorities term Early English. The chief external feature is its west tower, the lower storey of which is square, and the other octagonal.

**St Simon's Church**, designed by Messrs Hay, rebuilt from the same design as the former church in 1866, is a stone Gothic structure, with a pinnacled western tower, surmounted by a spire.

**St Simon and St Jude's Church** Watford Road, Anfield Road, is built of local grey bricks and Runcorn stone dressings. The pulpit of Caen stone was presented by Mrs Downham and other ladies. Adjoining the church are handsome and commodious halls and class-rooms, for Sunday-school and other parochial work. The church has

seating accommodation for six hundred and fifty people  
The whole group of buildings cost about £8,500

Such are some of the numerous places of worship owned by the Established Church. Turning to those of other denominations, we may notice the following

The **Roman Catholic Pro-Cathedral** (*St Nicholas's*), in Hawke Street, was erected in 1810-12 from designs by Mr John Bird. Constructed of red brick, with stone dressings, it consists of chancel and nave only. All the windows are filled with stained glass, and the marble altar was designed by Pugin.

The **Roman Catholic Church of the Holy Cross**, in Standish Street, is of Early French-Gothic architecture. It is of Yorkshire stone, with a tower and a spire, of red Run-corn stone, forty-two feet high. It was designed by Pugin, and is noteworthy for its high altar, said to be the finest in any Catholic church in England. The carved reredos is of Caen stone, and the tabernacle of alabaster.

**St Anthony's Roman Catholic Church**, Scotland Road, a Gothic building, is well lighted by double lancet-shaped windows on both sides. Designed by Mr John Broadbent, the architect of the notable tower of Walton Parish Church. There is an organ gallery over the entrance. The ceiling is flat, and divided by beams into square panels, which are neatly illuminated.

**St Francis Xavier Roman Catholic Church**, at the corner of Langsdale and Salisbury Streets, is a handsome edifice, of attractive architecture. It was designed by Mr Scholes, London. With the priests' residence, the nunnery, and the college, it covers two acres of land. The church is built chiefly of limestone. At the west end is a handsome tower, eighty feet high, and surmounted by a lofty and well-proportioned spire, the former contains a fine peal of ten bells, which are chimed by electricity. The orchestra is at the north-west corner, and the three Caen stone altars at the south, these, with their screens and the pulpit, are rare specimens of the sculptor's art. The window tracery is geometrical, and those above

the altars are very rich in colour, producing a fine effect. There are fourteen confessionals, and the body is lighted by eighteen windows, between each of which is a group of figures in stone, representing some incident in the life of Christ. These groups rest on brackets, and are well executed. The roofs of the nave and chancel are highly illuminated in gold and colours.

**St Joseph's Roman Catholic Chapel**, Grosvenor Street, has had a somewhat chequered career. It was built in 1796 as a tennis court. In 1831, it was the scene of the ministrations of Bishop West, of the Primitive Episcopal Church, two years later, it became a proprietary chapel, connected with the Established Church, and in 1847, after being shut up for some years, it was sold to the Roman Catholic body and rebuilt, receiving its present name.

**St Patrick's Roman Catholic Chapel**, in Toxteth Park, was erected by subscription in 1821-23. It is of brick, with stone dressings, and will accommodate fifteen hundred persons. It has but one altar, above which is a very large painting, and on the vaulted ceiling are a series of Scripture subjects, painted in panels, together with other decorations. At the west end, is a fine statue of St Patrick, in his robes, with a double-headed cross in his hand. It originally adorned the front of the offices of the St Patrick Insurance Co, Dublin. On the bracket which supports the figure is this inscription, "*The gift of James Brankney, 1827*." Below this, on a tablet, we read that the seats on the ground floor are to be free for ever, for the accommodation of all.

**The Roman Catholic Chapel of St Vincent de Paul**. It was built from the designs of Welby Pugin, and was opened in 1837. It possesses a noble west window, and an elegant belfry crowning the gable. The altar screen and reredos have some fine sculptures.

**The Ancient Chapel (Unitarian) of Toxteth Park** is a small red sandstone edifice, of little architectural merit, which will not accommodate more than three hundred persons. With its miniature graveyard attached, and the overhanging trees, it has still a somewhat rural aspect.

**Brunswick Wesleyan Chapel**, Moss Street, was erected

in 1811. It is an Ionic structure, standing in a small burial-ground, and being thrown back somewhat from the street, a good idea of its proportions may be obtained by the passer-by. Its portico is greatly admired, it is all but a perfect specimen of the style. The chapel is seated for fifteen hundred worshippers.

**Trinity Wesleyan Chapel**, in Grove Street, was erected in 1860. It presents a marked contrast to the old idea of a Methodist chapel, of which the "beauty of holiness" constituted the chief ornament. It is of Pointed architecture, with nave, aisles, transepts, and apse, and the walls and arches are ornamented with some beautiful specimens of the sculptor's art, the windows are filled with modern painted glass, and the graceful tower and spire form a conspicuous ornament of the neighbourhood.

The **Crescent Congregational Church**, Field Street, Everton Brow, is a square and massive stone structure, having a handsome Ionic portico. It was built in 1837, at a cost of £9,000, building and site included.

The **Grove Street Welsh Congregational Chapel** is an Italian structure, of hammered limestone, with freestone dressings, and surrounded by a small flower garden and neat iron fence. At the north-east angle is a square tower, about fifty feet in height, having a low set roof with projecting eaves.

The **Hope Street Unitarian Chapel** is a miniature cathedral, and in combination with the school at its rear is one of the most beautiful ecclesiastical edifices in the city. It was built in 1849, is constructed of blue limestone, and is of Decorated architecture. The roof is high pitched and richly ornamented with angels, stars, tracery, and gold. The seats are open benches, the ends of which are carved in the best style of art, and the Caen stone pulpit is quite in keeping with the whole interior. Polished Irish marble, Bath oolite, limestone, and Caen stone have been judiciously used, the effect being all that could be desired.

**Sefton Park Presbyterian Church of England**, built in 1879, at a cost of about £22,000, and enlarged, eight years afterwards, when nearly a thousand pounds more were expended upon it, is of world-wide note, as the scene of the



ministrations of the Rev John Watson, D D, well-known in literary circles as Ian Maclaren, the author of *The Bonnie Brier Bush*, *The Mind of the Master*, &c The church, a Gothic edifice of Stourton stone, with a spire a hundred and fifty-seven feet high, stands at the corner of Brompton Avenue, opposite the Croxteth gate of Sefton Park It overlooks the beautiful park, with a view of Mossley Hill and its church in the distance It is lighted by electricity and heated by hot water, and every detail is handsome The remarkably sweet-toned organ is fitted with electrical communication, on the Hope-Jones system

**Prince's Road Welsh Presbyterian Chapel**, at the corner of Upper Hill Street, is a large and airy Gothic structure The chapel is built of tooled stone, in the form of a cross, the roofs in one span, the style Early Geometrical The tower is in three stages, a deeply recessed double portal below

**St. George's Presbyterian Church**, a handsome Norman edifice, erected in 1845, is in Myrtle Street Its north end, which faces the street, is ornamented with heads of the Reformers, an oriel window, four minor pinnacles, and a handsome bell-turret (in the centre of the gable), which terminates in a beautiful miniature spire

The **Myrtle Street Baptist Chapel**, popularly known as *Hugh Stowell Brown's Chapel*, is a very commodious building, in the Decorated English style, and remarkable for its profusion of pinnacles It has accommodation for fourteen hundred worshippers In front, is a *Statue of Hugh Stowell Brown*, concerning whose career, the inscription supplies the following details "*Born, 1823, died, 1886, he laboured for thirty-nine years to improve the social and spiritual condition of his fellowmen*"

**Pembroke Baptist Chapel**, in the angle of Pembroke Place formed by the junction of West Derby and Crown Streets, is a chaste Grecian pile, erected in 1839 at a cost of £9,000, it will seat a thousand persons

The **Tabernacle of the Welsh Congregationalists**, at Everton, is a stone edifice, with two small square towers at its southern angles It is a rectangular building, well lighted, and will comfortably seat a thousand persons



*Brown Barnes & Bell,*

CHILDWALL.

*[Liverpool]*

## CHAPTER IX

### GREATER LIVERPOOL

**W**ITHIN the last few years the municipal area of Liverpool has been vastly extended. By the sanction of Parliament in 1895 the Liverpool Corporation has embraced great spaces, absorbed within its municipal government vast populations, and abolished public bodies who were once entrusted with the control of the affairs of these now added districts. Thus the former self-governing townships of Wavertree, West Derby, Walton, and Toxteth—with their many thousands of population and varied interests, mercantile and rural—are all now included in the city of Liverpool. The changing condition of the city and suburban districts, it is urged, has necessitated this expansion of the municipal boundaries.

Like every other large city, Liverpool is continually stretching out its streets, till, covering the intervening fields, it has swallowed up and converted into suburbs villages which were formerly some distance from it. Most of these are now within its boundary, Bootle, however, has grown into a large and important town, governed by its own local authority, though, as there are few, if any, breaks in the houses that link it with the centre of the city, and as railways, tramways, and lines of 'buses connect it with the city, Bootle may fairly claim to be part and parcel of Liverpool.

Of the places formerly small outlying townships, but now within the borough, one of the most interesting is—

### Everton,

in which village Prince Rupert took up his quarters when, in 1644, he laid siege to the "crow's-nest," as he is reverently termed the fortified town of Liverpool and its castle. The cottage in which he resided has long since disappeared, as well as a beacon tower that, in the days of yore, was of no little service in warning the inhabitants of the approach of a foe. Everton occupies the sides and brow of a considerable sandstone hill, whose crest, crowned by *St George's Church*, rises to a height of 250 feet above the level of the sea, and it possesses in all ten parish churches and quite an array of Nonconformist places of worship, several of which belong to the Welsh, who are found in large numbers all over the city, but especially in Everton. The famous *Everton Toffee* was "invented" by one Molly Bushell, who, about 1759, lived in a picturesque house in the village, its site is now occupied by a Welsh chapel. Everton's ancient cross, afterwards converted into a sun-dial, stood in front of this house. Molly's business became so extensive that she subsequently built commodious premises of her own, both for business and as a place of residence, a few doors lower down the hill. This building partly remains, and is an object of interest, as representing the centre or pivot of Everton's chief "industry." It may not be out of place to mention here that, at a sale of the

furniture of Prince Rupert's cottage, Molly Bushell secured an old oak chair, reputed to be the one used by the Prince during his sojourn in Liverpool. This interesting relic attracted much notice, not only in Molly's days, but also in those of her descendants in the business. It is now, together with a fine old copper pan, in which Molly made her toffee, in the possession of her great-grandchildren. There was, in Molly's days, a row of three white cottages lower down "the Brow," one of which, erected about 1692, was also devoted to the sale of toffee by a Mrs Cooper, and being prominently situated, attained subsequently some reputation as a rival of the original establishment. These houses have now, however, all disappeared. The *Industrial Ragged Schools*, near Everton Terrace, are among the many useful institutions in Liverpool.

### Kirkdale,

two miles north of the Exchange, is also part of the city, and contains some of its many philanthropic and public edifices. The township is situated in a vale between Liverpool and Walton, along which the original inhabitants of the now prosperous city were wont to walk on their way to their parish church at Walton, hence the name applied to the parish mentioned in Domesday Book is *Churchdale*. The *Parish Church* of Kirkdale is dedicated to St Mary. It was originally built in 1835, but by 1844 the population had so increased that it was considerably enlarged. The east end, facing the road, has two entrances, beneath decorated canopies, and a four-light window, the tracery of which is very rich, between them. Above the latter is a carved head of Wycliffe, which rests on a highly-decorated corbel.

### Toxteth Park,

another important township now within the city boundary, is said to have derived its name from a royal park established by King John, but another school of antiquaries trace it to the Saxon *tochtath*, "a wooded place." It lies to the south of Liverpool and abuts on the Mersey, some of the southern docks being within its area. Toxteth Park is to some

## **'GUIDE TO LIVERPOOL.**

extent a residential quarter of the city, and two of its lungs—*Sefton Park* and *Prince's Park*—are formed out of portions of the old park. In this way, has been fulfilled a wish expressed by a local poet who wrote in 1775 at the time when the township was beginning to lose its rural aspect —

“ Let Liverpool, still like a faithful friend,  
Her infant sister from each wrong defend  
Here be the sacred olive's boughs displayed  
To both the kindred towns a peaceful shade,  
So shall their riches from their union grow,  
As streams, with rivers joined, more copious flow ”

### **West Derby,**

four miles north-east of the Exchange, gives its name to the hundred in which Liverpool is situated, but it is now in a great measure included within the bounds and government of the city—and is a very important part, for the township is seven miles long and five miles broad. The Danes gave it its name—*deer-by*, “a place of wild beasts,” a proof that the colonists of Kirkdale and other settlements in the neighbourhood resorted thither to hunt. In 1848 it was made a separate parish from Walton, and in 1854 a splendid church was built. Its tower, a hundred and sixty feet high, is a conspicuous object for many miles round. From 1832 to 1863, the Zoological Gardens were in West Derby Road, now the township includes *Sheil*, *Newsham*, and *Wavertree Parks*, and the *Botanic Gardens*, so that the old-world character of West Derby is in a way preserved in modern times, in spite of the invasion of bricks and mortar. The important *Edge Hill Station* is not far from the last-named park.

### **Wavertree and Calderstones**

These districts not long ago were regarded by the people of Liverpool as being “quite in the country.” Now a considerable part of them have been included in Greater Liverpool. The residents were anything but unanimous in agreeing that these charming localities should be comprised within the area of Liverpool's corporate government. But other influences prevailed. In the locality of Wavertree

Mossley Hill, Calderstones, and Childwall—once almost the exclusive residential places of Liverpool's commercial and professional aristocracy—many cottages have been built, and where not long ago there were green fields and hedge-rows, a thriving population dwells. In Wavertree there remain some quaint, old-fashioned houses, and not far away are ancient remains of great antiquarian interest. This place is called **Calderstones**. It is regarded as the meeting place of three different townships. Here stand five unhewn upright stones, believed to be the remains of a circle. They have a mystic tradition, more or less fabulous, connected with them. From a very remote period they have been known as the Calderstones, derived from the Anglo-Saxon, and believed to describe the mystic meeting place of wizards. The place is still visited by antiquarians from a distance. Some authorities ascribe these remains to the early "stone period," before the introduction of tools made of metal, when flint instruments must have been employed. One local authority (the late Sir James Picton) says: "We have in Calderstones, within hail of the busy mart and great city of Liverpool, a stone structure erected and carved by a Turanian race, who dwelt in this same locality and lived and died in the same home many long centuries before Roman or Saxon, Dane or Norman, set his invading foot upon the shores of Britain, and possibly anterior to that far more distant date, when in their migrations westward the Cymry and Gael first reached this remote "Isle of the Sea."

Workmen, when making excavations in 1867 at Olive Mount, Wavertree, about a mile distant from Calderstones, discovered the site of an ancient cemetery, in which were found old earthenware urns containing what were supposed to be burnt bones and ashes. There were also found flint arrow and spear heads. Authorities consider they are of the same prehistoric period as the Calderstones.

### Childwall

is one of the few suburbs of the great seaport that yet retain a genuine appearance of rusticity. It is a favourite

resort for visitors from a distance, and is especially popular with Americans, and with actors, vocalists, and painters. At holiday times Childwall is also a favourite resort of pleasure-seekers from Liverpool and all parts of Lancashire, and the Cheshire Lines and London and North-Western Railways make such trips cheap and pleasant.

Childwall is supposed to have derived its name from the Saxon chief by whom it was first occupied. After the Conquest, it was annexed to the barony of Manchester, for probably Liverpool was then non-existent. Along with Knowsley and Roby, Childwall came into the possession of the Stanley family, but was sequestered during the wars of the Commonwealth. It passed in time to the Gascoyne family, several of whom represented Liverpool in Parliament. In 1830 Mary, the heiress of Mr B. Gascoyne, married James Brownlow William, Marquis of Salisbury, who with this lady not only acquired Childwall, but the adjoining manors of Wavertree and Much and Little Woolton. The district has since vastly increased in value, and is a source of large revenue to the present Marquis of Salisbury.

The *Parish Church* of Childwall, dedicated to All Saints, is a very ancient edifice, pleasantly situated on an eminence, from which there are grand views of a finely wooded and extensive tract of country. The effect of this has been somewhat interfered with by the construction in the valley below of a branch of the Cheshire Lines Railway.

### Bootle,

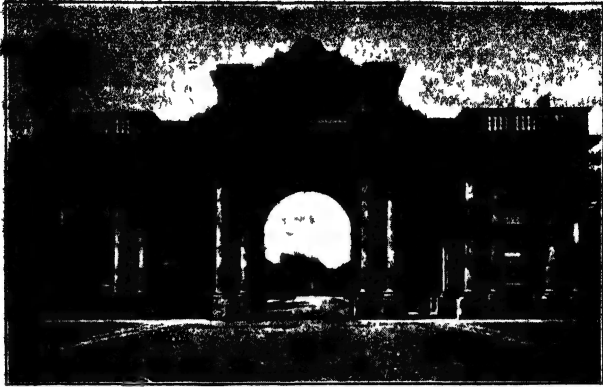
which is nearly three miles north of the Town Hall, is one of the outlying places which has benefited by the advance of Liverpool, and is connected with it by a continuous line of docks, warehouses, works, and other buildings. It consequently was incorporated in December, 1868, and is now a borough with a population of about 70,000, and an area of nearly sixteen hundred acres. It attains additional importance from the fact that seven of the docks belonging to the Mersey Docks and Harbour Board are within its boundaries. They are the most modern and the

largest—the Canada, North and South Carriers, Brocklebank, Langton, Alexandra, and Hornby Docks Bootle is connected with Liverpool and the rest of the world by the Lancashire and Yorkshire and the Bootle branch of the London and North-Western Railways (a station of the latter company is opposite the Town Hall), and the Overhead Railway affords its inhabitants speedy access to the centre of the city and to the large parks at its southern end. Moreover, lines of tramway connect the two places.

Though so recently incorporated, and though its rapid growth is but of yesterday, the town possesses a history reaching back to the days when Liverpool did not exist, for, as *Botelai*, it figures in the Domesday Book in connection with Walton Parish Church. From that time onwards, the name in various guises appears frequently in local records, till, in the reign of Henry VIII and his successors, the Mores or Moores held the manor. From them it passed to the Stanleys, Earls of Derby, in the early years of the eighteenth century. Towards the close, the springs and deep-bore wells of Bootle were utilised for the partial supply of Liverpool's wants—a service which they continued to perform till the Vyrnwy Lake was formed for the purpose. We next read of the village as a bathing-place for the inhabitants of the neighbourhood—a distinction which it enjoyed so recently as 1852.

Among the public buildings in Bootle are a *Town Hall*, opened in 1882, with an adjoining *Public Library and Museum*, added in 1887, the *Corporation Baths* and a *Gymnasium*. Bootle possesses two recreation grounds and a public park—*Derby Park* (so named because it was a gift from the late Earl of Derby). Though only twenty-four acres in extent, it is tastefully laid out. The houses in Breeze Hill, Merton Road, and Trinity Road are made attractive by their trees and gardens, and the promenade along the river front, from the jetty to the fort, is worth a visit, if only for the studies of the shipping and the views of the docks it affords.





*F. Frith & Co. Ltd.]*

*[Ariqate*

ENTRANCE TO BIRKENHEAD PARK

## CHAPTER X

### BIRKENHEAD THE CITY OF THE FUTURE

**B**IRKENHEAD used to be spoken of contemptuously by Liverpoolians as "the City of the Future." Since then much has happened with regard to the Cheshire borough on the banks of the Mersey. Within the memory of a few veterans there was no steam-ferry service between Liverpool and Birkenhead, persons crossing the Mersey at that point having to do so by boat, chiefly to Monks Ferry, a landing-place long since closed. Now there is a large and thriving population—merchant princes have their mansions in the outskirts of Birkenhead—Claughton, Oxtou, and Rock Ferry—and the artisan and labouring portion reside as near as possible to their work, which is mainly at the Great Float and the Morpeth and other docks. For the cross-river traffic there is a fine fleet of ferry-steamers, and the railway under the Mersey has a good service of trains





to Hamilton Square and other stations, and by this means thousands go and return from Birkenhead daily. Within the last few years a great trade in coal, cattle, and grain has arisen in Birkenhead. Vast blocks of warehouses have been constructed, also fine works, lairages, and a special stage for the landing of cattle brought from abroad. There are signs of further developments and prosperity, and the Corporation recently obtained without difficulty, by means of a public loan, a large sum of money for improvements to be carried on in Birkenhead. There has also recently been a suggestion that Birkenhead should, in a corporate sense, become united to Liverpool. Although this project was started in an influential quarter, those who know both places ridicule its fulfilment.

The progress of Birkenhead within a comparatively recent period has been marvellous. Birkenhead began to increase in importance as a market town about 1833. An act was obtained, under which Improvement Commissioners were appointed for the government of the place, and powers were granted for lighting, watching, paving, and otherwise improving the town. From this period the progress of Birkenhead became rapid. Fine squares of houses were constructed. The principal streets were laid out on a settled plan, intersecting each other at right angles. In spite of much opposition the first tramway in England was laid in Birkenhead under the auspices of George Francis Train. Many improvements have been effected since the Act of Incorporation for Birkenhead was obtained in 1877, and its government since, under the mayor and corporation, has been admirable. The population of Birkenhead at the present time is over 120,000, and nearly six millions of persons cross the river by Woodside Ferry annually.

In Hamilton Square there are many fine houses. The statue of the late John Laird, who did much to foster the progress of the place, is situated in the gardens of this square, and the Town Hall, a building of fine architectural proportions, is in the same locality. There are several public buildings that deserve the attention of the visitor. These include the Town Hall (already mentioned), the

Public Market, which was built at the cost of £36,000, the School of Art, the Post Office, in Conway Street, the Industrial Schools, the Music Hall and Queen's Hall, in Clughton Road, and the Theatre and Opera House in Argyle Street

To a stranger from inland places the ferry traffic, the Birkenhead landing-stage and its approaches, are of interest. Not far from the landing-stage are the famous shipbuilding works of Messrs Laird, where the notorious Confederate cruiser, the *Alabama*, was built, and where, in recent years, some of the finest ironclads in Her Majesty's navy warships for foreign governments, and small steamers have been constructed. Many thousands of workpeople find employment at these and other shipbuilding yards in the borough.

The docks at Birkenhead are extensive and are used by all manner of craft—from the coal-barge and river-flat to the great merchantmen and noble ocean-going steamers. For the accommodation of this trade railways have been laid down about the docks, grain and other warehouses erected, and numerous coal-tips and cranes constructed. The docks extend from the Birkenhead landing-stage to Wallasey, a distance of over two miles. There are graving docks, which are much used. In the place of the old Wallasey Pool the Great Float has been constructed. It forms a great dock of a hundred and fifty acres and there are over five miles of quay space. The float divides Birkenhead at this point from the parish of Wallasey, which includes Seacombe, Poulton, Egremont, Liscard, New Brighton, and other popular places. There are connected with the Birkenhead dock system, the Alfred, Morpeth, Egerton, and Morpeth\* Branch Docks. The largest steamers afloat can be admitted into the Birkenhead docks. Hydraulic power is used for opening and closing the bridges crossing the entrance to the docks, and also for the working of hoists, cranes, lifts, and other contrivances connected therewith. It will be seen that what was not very long ago a comparative waterside village has de-

veloped into a great and busy port. It is only right to say that the early progress of Birkenhead owed much to the wisdom and public spirit of the Brasseys, Lairds, Jackson, Mocattas, Stitts, Inmans, MacIvers, and other gentlemen associated with the trade of the Mersey. The same public spirit is still evinced, and the leading residents are hopeful that Birkenhead is destined to be the city of the near future.

### The Birkenhead Docks

The estuary of the Mersey is indented with many pools of greater or less depth and area. One such pool, as we have seen, gave its name to Liverpool itself; others have existed from time immemorial on both sides of the river. Chief amongst these was Wallasey Pool, a creek on the Cheshire side of the river, extending across the peninsula of Wirral almost to the sea. Various plans for utilising this water space were broached, that which met with most favour being a proposal to cut a ship canal so as to avoid the dangerous navigation of the Mersey. This scheme and others fell through, but between 1818 and 1824, Mr. William Laird, Sir John Tobin, mayor of Liverpool, and other gentlemen bought extensive tracts of land on the margin of the pool, and proclaimed their intention of constructing docks. The Town Council of Liverpool, who were trustees of the docks on that side of the river, took alarm, and in 1828 expended upwards of £180,000 in buying up these lands—and there for some time the matter rested. Fifteen years later—in 1843—a fresh effort was made. A company was formed under the auspices of Mr. John Laird to construct docks at Birkenhead upon a large scale, and the services of Mr. Rendel, C.E., were secured. The Corporation of Liverpool, in the hope of saving the local ratepayers some part at least of the fruitless expenditure entailed by possession of these lands, sold them on

\* Wallasey Pool was once the outlet of a marsh, which extended from the Mersey to the Dee, and separated a tract of high land from the rest of the Wirral peninsula. On this the name of Walla's Eye (or island) was bestowed, since corrupted to Wallasey.

favourable terms, and then found that they had raised a powerful rival to their own prosperity. The Bill for making the Birkenhead Docks became law in 1844, and for twelve years afterwards the contest between the rival corporations was waged with extraordinary bitterness and the most curious indifference to cost. On which side the right can be said to have lain, it is, of course, difficult in the extreme to say. The merchants of Liverpool are apt to declare that the Birkenhead docks are an exotic forced into existence out of jealous rivalry with them, and costing £200,000 a year more than need have been spent, had the business of the docks been limited to Liverpool. Those interested in the prosperity of Birkenhead, on the other hand, point to the unrivalled natural advantages of their site, and inveigh in the strongest terms against the selfishness of that opposition which made their property so much more costly than it need have been. Be this as it may, the authorities of the smaller town found themselves unable to bear the expenditure the rivalry forced upon them. More than one offer was made to induce the Liverpool corporation to purchase the undertaking, and at last, in 1857, when the act which established the Mersey Docks and Harbour Board was before Parliament, the Legislature wisely determined that the docks on both sides of the river should be vested in the same board. Since then additions have been made to the docks as circumstances rendered necessary, and they now cover an area of nearly a hundred and sixty-five acres, with quays whose lineal measurement is close upon ten miles. The Birkenhead portion forms nearly a third of the estate under the control of the Board. The various works connected with them line the entire river-front of the town from the Woodside Landing Stage to Wallasey Bridge, points about two miles apart. The docks are capable of admitting the largest steamers, and ships of the heaviest tonnage discharge their cargoes at the quays, the water being deeper on this side of the river than on the other. There are numerous graving docks, capable of berthing vessels of any size, and accommodation for delivering steam coal to any amount to outward-bound vessels.

The **Great Float**, as Wallasey Pool is now named, is divided into two parts, the Western and the Eastern Float, connected by a passage a hundred feet wide, and crossed by a swing bridge, carrying the high-road from Birkenhead to Seacombe. The portion furthest from the town forms a long narrow gulf, piercing the land for nearly two miles, and receiving at its head the waters of a stream which drains the interior of the Wirral peninsula. On its southern side are two graving docks. The **Eastern Float**, the portion nearest the river, with which it communicates through the *Alfred Dock*, is the more important of the two. It is about a mile long, and, at its broadest part, nearly half that width. On its southern and eastern margins are the docks themselves, and near the entrance are—

The **Dock Warehouses**, built upon the same plan as those at St Katherine's Docks, London. The machinery for expediting the discharge and warehousing of corn is a marvel of engineering skill. A branch from the railway runs into every warehouse, so that the goods need not be removed from the trucks until they reach their destination. The hydraulic tower is an interesting object to the visitor, who has an opportunity of seeing ponderous dock-gates opened and closed with the greatest ease by machinery. The first warehouses were erected in 1847. Each block is detached from its neighbours, and the entire group is surrounded by a wall twelve feet high. The water in the docks is impounded over low neap tides, and any loss made good by pumping from the river. By these means, the effective depth of the docks is made not less than that of the lowest sills over which they can be approached—twelve feet below datum.

### The Shipbuilding Yards

are intimately connected with the history of the town. It was with the view of establishing them that Mr William Laird originally settled on the spot. Messrs Laird's works have increased with the growth of the town, and though the convenience of the place, its neighbourhood to Liverpool, and the facilities which it possesses for



ironwork of every kind have, of course, attracted other firms to Birkenhead, the Messrs Laird alone send out one-third of the tonnage of the shipping built there. It is natural that this should be the case. The Clyde may with justice claim the honour of having built the first iron vessel ever launched, but the first built in England was the work of Mr John Laird, at Birkenhead, in the year 1829. From that time to the present the works have been in uninterrupted operation. They are now amongst the largest and most complete in the world, comprising as they do, not merely a shipbuilding yard—from which vessels of every kind, from armour-clad and turreted ships of war down to mud punts and steam dredgers—have been launched, but an engineering establishment, in which machinery of the largest size and of the most complicated and expensive description can be made and erected.

Besides its shipping, Birkenhead possesses one or two other attractions to the visitor.

### The Park

The town has two of the finest public parks in the kingdom—the **Lower** and **Upper Parks**, the latter designed by Sir Joseph Paxton. Although spoken of as the “parks,” they are practically one. Birkenhead Park was opened in 1847, its area is 190½ acres, and it cost about £140,000.

The park is easily reached from any part of the town, and is a favourite resort. A number of beautiful mansions have been erected on the outskirts. These, for the most part, face a broad road, nearly three miles long, which runs round the park property. The principal entrance, in Conway Street, presents an imposing appearance, having three arches and two porticoes, the whole supported by twelve handsome Ionic columns. Inside the park are trees of rich foliage and of every hue. The first object that attracts attention is an obelisk of plain white polished granite, erected in memory of Mr William Jackson, the originator of the park. There are two

beautiful serpentine lakes, on which float boats, swans, and ducks of various kinds. The lakes are crossed by several rustic bridges. Close to the lake are a camera obscura and a rockery or grotto. Leaving the grotto, we reach the open park and see its full extent. To the right is the pretty Swiss cottage, to the left, the pavilion and cricket ground. In addition to the cricket ground, there are archery, tennis, and croquet grounds near the main entrance. On the lawn are two guns, captured at Sebastopol.

Near the upper park is the *Flavbuck Hill Cemetery*, which is beautifully laid out, and cost about £40,000.

**St Mary's Church** was built in 1821, by the then lord of the manor, Mr F R Price. It is in the Decorated style of architecture, is constructed of red sandstone, and has an elegant tower and spire, a hundred and thirty feet high, with a peal of six bells. It stands in Church Street, near the ruins of the old *Abbey*, the site of which is included in the churchyard. In 1818, a piece of the tombstone of Thomas Raynford, one of the early priors, was discovered. It was let into the wall, near the door of the old chapter house, and is an object of interest to many.

**Holy Trinity Church**, in Price Street, was built in 1837. It is a Norman edifice of white stone, consisting of chancel, nave, aisles, and tower. The latter is eighty-eight feet high and is richly ornamented. The belfry is pierced by dwarf windows, at the corners of which are a number of strange figures, which are to be found all over the church, and which constitute the characteristic feature of its decoration. The tower terminates in a plain balustrade of Saxon columns, ornamented with representations of angels and scroll pedestals, from which spring beautiful pinnacles. The principal entrance is by a deeply recessed Saxon doorway, with two windows above it, supported on small arches, grotesque heads being introduced at the various points of contact.

The **Market** is in the centre of the town, not far from Hamilton Square. It is very similar to St John's, Liverpool. It is divided into three avenues.

The **School of Art**, in Conway Street, opposite the chief entrance to Birkenhead Park, was the gift of Mr J Laird, and was opened in 1871. The **Borough Hospital**, also in Conway Street, another present to the town from Mr Laird, dates from 1863, and the **Free Library**, in Hamilton Street, from 1864. The **Theatre Royal**, in Argyle Street, and the *Music Hall* and the *Queen's Hall*, in Claughton Road, are among the chief places of amusement.

**St Aidan's College**, at Claughton, is well known as a training institution for clergymen of the Church of England. It is located in a handsome edifice of Tudor architecture.





*F Smith* ]

[ *Liverpool*

RABYMFRE

## CHAPTER XI

### THE WIRRAL PENINSULA

#### Golf and Prosperity

**I**T is a strange circumstance, but nevertheless a fact, that the remarkable popularity of the game of golf has practically "made" Hoylake, West Kirby, and other districts, into the fashionable, populous, and thriving localities they now are. Not long ago they were regarded as out-of-the-way places, inhabited by boatmen, fishermen, and a few Liverpool merchants who had villas there. Sunday-school treats, political parties and picnics occasionally enlivened the habitual quietude of the places. It was then difficult and tedious to approach these seaside resorts. Passengers had to cross the river by ferry boat, travel by tram to a railway station at the inland end of the Birkenhead Great Float, and then take train to Hoylake.

All this is now altered, and golf has been an important factor in the change. No doubt the salubrity of the climate in that part of Cheshire, and a wider knowledge of its charming views on the Dee, Mersey, and inland, and the excellent railway and other facilities have assisted in the transformation, and have helped to attract many residents and visitors, but the now wonderful popularity of the game of golf, and the opportunities for playing it at Hoylake and neighbourhood, must be considered when dealing with the growth of population and dwellings at Leasowe, Hoylake, Moreton, West Kirby, Neston, Heswell, Parkgate, and other charming residential places situated near the estuaries of the Dee and the Mersey. The "boom" in cycling has also assisted in the change. The places mentioned are in fine weather the resort of hundreds of "wheelers" of both sexes, and the roads for such exercise are good.

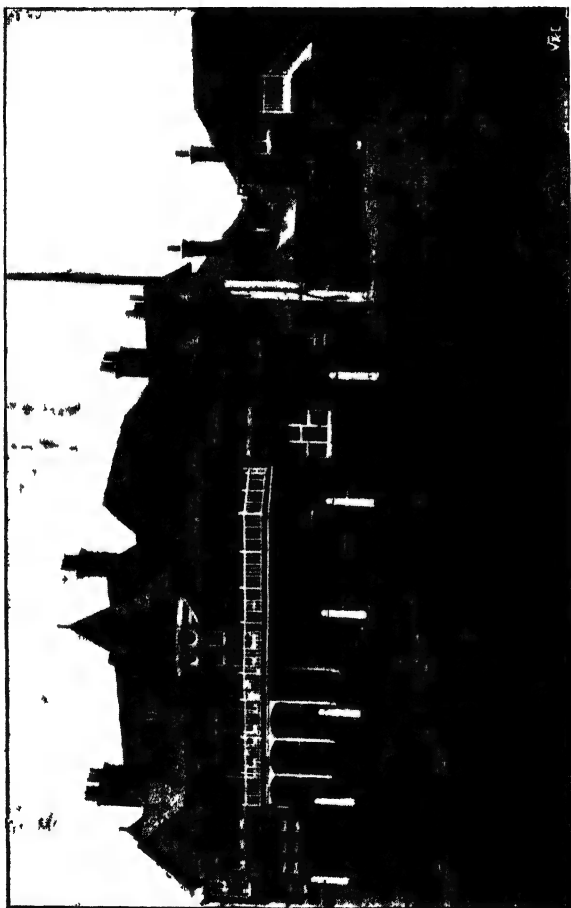
The golfing ground at Hoylake is considered not only the finest in the district of Liverpool and Birkenhead, but one of the best in the kingdom. There are, no doubt, excellent golf grounds at Blundellsands, Freshfield, Southport, Leasowe, and Wallasey, but the links at Hoylake and the Golf Club there, hold the premier position in this part of the north of England. The links are the resort at great contests, and on other occasions, of some of the best players in the kingdom.

The peninsula of Wirral lies between the estuaries of the Dee and the Mersey. It is some eleven miles long, and richly wooded. Some of the old oak trees may be remainders of the ancient Wirral Forest, where —

"From Blacon Point to Hilbree,  
A squirrel may leap from tree to tree"

In addition to its natural attractions it has several interesting historic and antiquarian associations. It is visited every year by thousands of tourists. Macaulay in his history describes the old Cheshire manor houses with their "priest's holes," and other hiding places where recusant clergy and cavaliers found shelter in the dark days of religious and political persecution. Some of those stately

old mansions, with their antique arrangements, and quaint beautifully worked furniture and tapestries, still remain



[Liverpool]

THE GOLF CLUB HOUSE AT HOYLAKF

J. Smith ]

There are also modern mansions of fine architecture, such as those belonging to the Ismays, Laids, Roydens,

Leylands, and others There are some beautiful sylvan spots, charming woodland scenes, and meres that are pictures of loveliness in summer time So that a railway ride round the Wirral Peninsula, and a visit to the places of interest indicated, is a delightful experience To commence the trip round the Wirral Peninsula, there is the choice of three routes From the Great Western Railway Station at Birkenhead (near the ferry), via Hooton and Neston to West Kirby, and by the Mersey Railway from the low level railway commencing at the Central Station, Ranelagh Street, Liverpool, or the Wirral Railway from Seacombe to West Kirby, Hoylake, &c There are now also lines of railway to Wallasey, New Brighton, and other places

### Hoylake.

This pleasant watering-place is on the Cheshire shore at the mouth of the Dee Antiquarians and historians have surrounded the traditions of Hoylake with somewhat of the "mists of fable" as well as of facts of an interesting character Dr Hume, a most learned historian, alluding to the Cheshire of the Roman period says "The Roman centurion may have stood on the coast of ancient Meolese (Hoylake of the present day is near Meolese) and seen the galleys of his countrymen sail down Chester water" Tradition has also asserted that a Roman hippodrome was constructed at Hoylake (whose ancient name was Hoose), on the site of the racecourse that there existed until a few years ago, and where are now the fine modern golf links Hoylake is properly the name of what was an adjoining water, in ancient time a fine lake, and for centuries a safe anchorage and shelter for vessels, protected by the Great Hoyle Bank Its ancient name was "Lacus de Hildebugheye," taken from the neighbouring Hilbre Island; afterwards it was called Heye-pol, Highlake, Hyle-lake, and Hoylake To show the former importance of the place a Cheshire chronicler says Hoylake "was the regular resort of ships sailing either to Chester or to Liverpool, while large vessels bound for the latter port used to discharge a portion of their cargo at Hoylake to enable them

to sail over the Mersey bar!" Hoylake's decline in a maritime sense was caused by a diversion of the waters of the Dee and the reclamation of some thousands of acres of

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# TO OUR READERS

Every care has been taken in the compilation of this volume to render it accurate and trustworthy. But it is the lot of all human beings—even of editors of Guide Books who, of all men, should be most careful—to err, and in this busy age changes take place, both in town and country, with a rapidity which is truly marvellous, and thwarts at times the efforts of the most painstaking writer. We should, therefore, esteem it a favour should any of our readers discover errors, either of omission or commission, in these pages, if they would promptly inform the Publishers. Such communications will be thankfully acknowledged, and the inaccuracies duly rectified.

## THE EDITOR

*Address—*

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London, E C

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for Carrickbegus. On the 10th of June in the year 1689, William of Orange slept at Gayton Hall (not far off), proceeded to Hoyle, where his troops were in camp, and sailed to Ireland in that enterprise which ended with the downfall of the Stuart dynasty. William Penn and his companions sailed from Hoyle for America in 1682.

Hoyle has of late again undergone some remarkable



transformations. There yet remain several quaint old places, where the selling of "fresh shrimps" was the staple trade. Now Hoylake is a large town, with shops, hotels, public buildings, and various places where tourists and excursionists can be accommodated. But the modern brick villa prevails. The population is mainly composed of the families of those engaged in business in Liverpool and Birkenhead. Building is still rapidly going on. As we have said elsewhere, this prosperity is largely due to the popularity of golf, the splendid links at Hoylake, and to the capital railway communication with the place that now exists.

In the channel of the Dee opposite Hoylake (midway almost between the Flintshire shore and Cheshire) is **Hilbre Island** and lighthouse. This is a place of great resort for naturalists, fishermen, and boating parties. When the tide is out it may be approached over the sands of the Dee from the Cheshire side.

"The Sands o' Dee" have had their history told both in poetry and prose. That part of the Wirral Peninsula which abuts upon the Dee is one of the most beautiful as it is also said to be the most salubrious portion of Cheshire.

### West Kirby

has been described as the "Ventnor of the North of England." Its peculiarly mild and dry atmosphere has commended it to the medical profession as a desirable place of residence for persons affected with complaints of the chest. It is beautifully situated on the estuary of the Dee, and the surrounding woods on the south and west shelter it from the cold autumnal winds. The rise and progress of this place of recent years has been remarkable. Less than twenty years ago it was a mere fishing village with clusters of miserable cottages near the beach, and here and there a gentleman's residence. Not far off (but more in the neighbourhood of Hoylake) stands **Leasowe Castle**, once a famous riverside fortress. It was lately disposed of by the Cust family, and is now a flourishing hydropathic establishment and hotel. The development

of Leasowe, Meols, Moreton, Hoylake, and West Kirby has been much facilitated by the railway under the Mersey and the branches that have been formed on the Cheshire side. West Kirby is a great resort for the people of Liverpool and also from some of the inland Lancashire towns. For administrative purposes it is under the government of the West Kirby and Hoylake Local Board, a body which is evidently alive to maintaining the favourable characteristics



F. Smith]

WEST KIRBY CHURCH

[Liverpool]

of the district. There are several institutions at West Kirby. Prominent among them are an excellent Hydro, a Convalescent Home for Children, and similar institutions. *West Kirby Church* is a beautiful edifice most picturesquely situated. The drives and walks in the district are delightful.

Following the banks of the Dee comes the quaint old village of **Thurstaston**. Thurstaston Hall is a fine old house. At **Dawpool** there is the princely residence, on the banks of

the Dee, of Mr Thomas H Ismay, the head of the great White Star line of steamers. Then there is **Heswall**, beautifully situated on the uplands of the Dee. This place, like the others, has of late largely increased in the number of its houses and population. In the locality are the residences of some of the Laird, Brocklebank, and Thompson families. It is a great resort of picnic parties from Liverpool and Birkenhead. Recently there has been opened at Heswall a very fine hotel, from the terrace of which magnificent views of the Dee and the Welsh coast may be obtained.

Within an easy distance of Heswall is the famous place by the banks of the Dee, **Park Gate**, connected with several events in Cheshire history. This is now merely a pleasant riverside place of residence.

The next place of note on the Dee side is **Great Neston**. This place has been made famous to modern readers recently by the fact that it was the birthplace of the beautiful Lady Hamilton, of Nelson notoriety. The township of Great Neston, which is situated nine miles from Birkenhead, has a population of about three thousand residents. Near Neston reside a number of well known Liverpool merchants and shipowners. In olden times Neston was regarded as one of the most important places in Wirral, and the seat of the administration of justice. This prosperity was attributed from the formation of the new quay so far back as the reign of Edward VI. All its old time peculiarities have, however, disappeared, people have easy access to Neston by newly formed railways, and villas of the modern type have sprung up in the district. Still there are many features of the old town that have an antique air and are full of interest. The locality is a favorite rendezvous of botanists and naturalists and many scientific gentlemen from Liverpool and Manchester make this part of Wirral their week-end residence so that they may pursue their favourite studies under pleasant conditions and beautiful surroundings.

Not far from Neston is **Hooton** (see p 42). **Great and Little Sutton** are charming villages, where many business men of Liverpool reside.







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**BORE THROATS CURED WITH ONE DOSE!**

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Improves appetite, promotes digestion, strengthens nerves, increases pulse, gives firmness to the muscles, alters pale countenance, supplies deficient heat to weak circulations, overcomes bodily weariness and weakness, cures many painful complaints—neuralgia, sciatica, &c. is a remedy for dyspepsia, stomach affections, &c. and thoroughly recruits the health.

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## LONDON AND EDINBURGH (GRANTON PIER)

Every Wednesday and Saturday from each end

FARES Chief Cabin £1 2s 0d Fore Cabin, 16s, Return Tickets (available for the season) £1 14s 0d and £1 4s 6d

In the magnificent vessels of the Company on the Edinburgh route, the accommodation allotted to each passenger is unusually spacious and very comfortable. The cuisine is excellent, and the charges moderate—comfort rather than an excessive rate of speed being the desideratum the Company offers to passengers. The vessels arrive at convenient hours, and at Granton there are frequent boats to Edinburgh, which is a convenient centre from which to start for the Highlands, the Clyde, the Western Islands, and all parts of Scotland.

## LONDON AND BORDEAUX,

### SOUTH OF FRANCE AND THE PYRENEES

From London and Bordeaux Every Saturday See Time Table  
FARES (no Steward's fees) Chief Cabin, £2 10s 0d Fore Cabin, £1 15s 0d Return Tickets (available for two months) Chief Cabin, £4 Fore Cabin, £3

The magnificent new Steamship *Hyondelle* 3000 tons measurement, 3,000 indicated horse power, fitted with electric light, and replete with every convenience for passengers is now running on this station.

Passengers from Bordeaux have the option of landing at Southampton.

**PYRENEES** and back (Cook's Tours) including hotel charges, provisions on board ship, rail, and carriage drives &c.

11 days tour, 9 guineas

18 days tour, 13 guineas

These tours are deservedly popular.

## LONDON AND HAMBURG (via HARWICH PARKESTON QUAY)

Every Wednesday and Saturday by Continental Express from Liverpool Street Station at 6.40 p.m. The vessels leave Hamburg (Dalmann Quay) every Wednesday and Saturday at 11.40 p.m., or as soon after as the tide will permit.

A Special Train Service leaves Harwich for London and the Provinces on the arrival of the steamers.

FARES (Steward's fee included) between London (Liverpool Street) and Hamburg, First Class Rail and Saloon £1 17s 6d, Second Class Rail and Saloon £1 15s 9d, Second Class Rail and Fore Cabin £1 5s 9d, Return Tickets (available for two months) First Class Rail and Saloon £2 16s 3d, Second Class Rail and Saloon, £2 13s 9d, Second Class Rail and Fore Cabin £1 18s 9d.

The fast steamers *Scamir* and *Peregrine*, lighted with electricity, and with splendid passenger accommodation, are now running between Hamburg and Harwich.

## LONDON TO HAMBURG (via THE THAMES)

Special Cheap Fares allowing a stay of 7 to 14 days in Germany, and including provisions whilst on the passage, are issued to Bicycle Clubs and other Parties of Gentlemen. Chief Cabin Return £2 15s 0d.

## LONDON AND OSTEND

From and to Ironclafe and St. Katharine's Wharf (near the Tower)

From London to Ostend Regular sailings twice a week

FARES (Steward's fee included) Chief Cabin 7s 6d or 6s Return Tickets (available for two months) Chief Cabin 10s 6d or 9s

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## SOUTHEND, MARGATE, RAMSGATE, DEAL, DOVER, YARMOUTH,

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Daily during the season by the Company's Magnificent Fast Saloon Steamers

The Company's new Fast Saloon Steamer *Faith* one of the finest vessels on the Thames, is now running.

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"*The Peak of Derbyshire*" Free on application, by post 4d

"*Choose Aye the Middle Course*" (an illustrated account of "The most interesting route to Scotland") is now ready Price 2d, by post 3d

\*These Books also contain a list of the Special Travelling Arrangements of the Company for the information of Passengers by the Midland Line. The Guides are on sale at all Railway bookstalls and Midland Booking Offices, and may also be obtained, along with Time Tables, Tourist Programmes, American and Continental Folders, and other publications, on application to the Midland Station Masters and Agents, to the Superintendent of the Line, Derby, or to

Derby, 1898.

GEO H TURNER, GENERAL MANAGER.

# FURNESS RAILWAY

## LAKE-LAND—The PARADISE of TOURISTS.

**Boating, Bathing, Fishing (Sea, River, and Lake), Golfing, Coaching and Mountaineering**

THE FURNESS RAILWAY possesses the advantages of running through the finest and most picturesque scenery in the country, and affords at the same time a means of direct communication to some of the most beautiful and healthful pleasure resorts. Along the whole route a series of charming views present themselves in quick succession to the Tourist.

**TOURIST TICKETS**, available for Two Calendar Months, are issued from May 1st to October 31st from all the principal Railway Stations to

Grange	Cark	Ulverston	Windermere
Bowness	Ambleside	Furness Abbey	(Lake Side)
Coniston Lake	Ravenglass	Seascale	St Bees

And holders of these Tickets are allowed to break their journey at any intermediate Station on the Furness Railway between Carnforth and their destination.

**CHEAP WEEK-END and TEN-DAYS TICKETS** are issued every Friday and Saturday from the principal manufacturing towns in Derbyshire, Lancashire, Yorkshire, and the Midland Counties to the Lake District and Furness Coast Stations (including Ulverston).

**WEEKLY and FORTNIGHTLY TICKETS FROM LONDON** (Fuston and St Pancras) are issued every Saturday during July, August and September to **WINDERMERE and CONISTON LAKES** and the principal Coast Stations on the Furness Railway available for return on the following Monday, Monday week, Saturday week, or Monday fortnight. These Tickets are also issued from the Chief Stations on the Furness Railway to London for similar periods.

### EIGHTEEN CIRCULAR LAKE & COACH TOURS

During the Summer Months various Circular Tours by Rail, Steam Yacht and Char-a-banc, embracing the principal Places of Interest in the LAKE DISTRICT can be made from Stations on the Furness Railway.

**CHEAP DAY TICKETS** by Ordinary Trains at Single Fare for Return Journey are issued daily ALL THE YEAR ROUND.

**WEEK-END TICKETS** at a Fare-and-a-Sixth are issued every Friday, Saturday and Sunday ALL THE YEAR ROUND, available to Return on the SUNDAY and FOLLOWING MONDAY or TUESDAY to and from all Pleasure Resorts and the principal Stations on the Furness Railway.

**WEEKLY and FAMILY TICKETS on WINDERMERE and CONISTON LAKES.**

For full particulars of Circular Tours, Day and Week-end Tickets, Weekly Lake Tickets, &c., see Bills and Programmes issued by the Company, gratis **FURNESS ABBEY.**

Visitors to the Lakes, Isle of Man and Belfast should not fail to see the far famed ruins of Furness Abbey. Furness Abbey Hotel (refurnished and redecorated), under the management of Spiers and Pond, Limited is one of the most comfortable hostels in England. Electric Light Installation now being provided.

### BARROW ROUTE to the ISLE OF MAN and BELFAST.

**SWIFT STEAMERS DAILY** from **BARROW** to **DOUGLAS ISLE OF MAN**, from June 1st to September 30th, and **DIRECT DAILY SERVICE, BARROW to BELFAST, ALL THE YEAR ROUND.**

The New Fast Steamer *Duchess of Devonshire* (20 knots) is now on the Belfast Daily Service. Full particulars as to Times of Sailing, Fares &c. can be obtained on application to Messrs JAMES LITTLE & CO., Barrow-in-Furness or Belfast and THOMAS COOK & SONS OFFICES.

**ALFRED ASLETT,**

Barrow-in-Furness, March 1898

Secretary and General Manager

## **Glasgow & South-Western Railway**

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**T**HE Glasgow and South-Western Railway gives a **Direct Route** between Scotland and England.

It is in conjunction at **Carlisle** with the **Midland Railway**, the principal Termini being **St. Enoch, Glasgow, and St. Pancras, London**, and a Full and Expeditious Service is given between **Glasgow, Paisley, Greenock, Ayr, Ardrossan, Kilmarnock, Dumfries, &c.** and **Liverpool, Manchester, Bradford, Leeds, Sheffield, Bristol, Bath, Birmingham, London, &c.**

**Dining Cars** (First and Third Class) by the Morning and Afternoon Expresses, and **Sleeping Cars** by the Night Expresses, in each direction, between **Glasgow (St. Enoch)** and **London (St. Pancras)**

**Lavatory Carriages** (First and Third Class) by the principal Expresses

Passengers between Scotland and England by this, the most Picturesque Route, pass through the heart of the **Burns Country**, and holders of Tourist Tickets to and from **Glasgow**, or North thereof, are allowed to travel *via* **Ayr** (Burns' Birthplace) Tickets are also valid for break of journey at **Dumfries** (Burns' burial-place)

**Clyde Watering Places.**—The Glasgow and South-Western line to **Greenock** (Princes Pier) is the most convenient for Visitors to the whole of the Watering Places on the Firth of Clyde and Western Highlands and Islands of Scotland, and Passengers holding Through Tickets to or from England have the option of visiting **Glasgow en route**.

The most Direct and Expeditious Route to the **Island of Arran** is *via* **Ardrossan**; and to **Millport, Campbeltown, &c.**, *via* **Fairlie**

At **Greenock, Ardrossan, and Fairlie**, Trains run alongside Steamers, and regular connections are maintained by the Company's own Fleet of Magnificent Steamers, also by the "**Columba**," "**Lord of the Isles**," "**Culzean Castle**," &c., to the Watering Places on the Firth of Clyde

**The Ayrshire Coast.**—Express Trains at convenient times are run between **Glasgow** and the various Coast Towns.

Full particulars of Trains, Fares, Tours, &c., on application to **C. E. COCKBURN**, Superintendent of the Line, **St. Enoch Station, Glasgow**

**DAVID COOPER, GENERAL MANAGER.**

*Glasgow, 1898.*

# LONDON & NORTH-WESTERN RAILWAY.

## WEST COAST ROYAL MAIL ROUTE

BETWEEN

## ENGLAND AND IRELAND,

And between ENGLAND AND SCOTLAND.

### EXPRESS TRAIN SERVICES.

	in 1/4 hours.
Liverpool (Lime St) and London (Euston)	11 1/4
Manchester—London Rd	2 1/4
Chester	2 1/4
Birmingham—New Street	2 1/4
Glasgow—Central	8
Edinburgh—Princes Street	8
Inverness	13 1/4
Aberdeen	11 1/4
Dublin	9 1/4
Belfast	12 1/4

**Special Train Services** are in operation between WILLESDEN and VICTORIA, WILLESDEN and HARNLEY HILL, WILLESDEN and the CRYSTAL PALACE and CROYDON, and WILLESDEN and SOUTH HALL, connecting with the Lines SOUTH of the THAMES.

**Train Services** are also in operation between WILLESDEN and KENSINGTON (for Waterloo and the London and South Western Railway), and between WILLESDEN, BROAD STREET, K.E.W. and RICHMOND.

**Sleeping Saloons** by the night trains between London and Liverpool, London and Manchester, London and Holyhead, London and Edinburgh, Glasgow, Stranraer, Perth and Aberdeen: extra charge 5s for each berth, in addition to the ordinary first class fare.

**Dining Saloons** between London, Manchester, Liverpool, Holyhead, and from London to Birmingham and Wolverhampton.

**Corridor Trains with Refreshments and Dining Cars** attached for 1st and 3rd class passengers between London (Euston), and Edinburgh (Princes Street) and Glasgow (Central) Luncheon, Dinner, and other Refreshments, served en route.

**Breakfast, Luncheon, and Dining Cars** between London and Holyhead by day Irish Mail and North Wall Boat Expresses.

**Breakfast and Luncheon Cars** between Liverpool, Manchester and London, and from Fleetwood to London by the Morning Express Trains.

**Breakfast Saloon**—Wolverhampton, Birmingham, and Coventry to London by early morning train.

**Hotel Accommodation**—LONDON (Euston Hotel), LIVERPOOL (North Western Hotel), BIRMINGHAM (Queen's Hotel), PRESTON (Park Hotel), CREWE (Crewe Arms), GLASGOW (Central Station Hotel), PERTH (Station Hotel), DUBLIN (North Western Hotel), HOLYHEAD (Station Hotel), GREYNOR, BLETCHLEY (North Western Hotel). The Accommodation provided at these hotels is of the highest standard, and the charges will be found reasonable.

**Hot or Cold Luncheons in Baskets**, are provided at all principal stations, 3s including beer or wine, and 2s 6d without.

**Tourists Arrangements, 1898**—Tourist tickets are issued during the season (May 1st to October 31st) from the Company's principal stations to Scotland, the English Lake District, Ireland, North, South, and Central Wales, Malvern, Buxton, Stratford on Avon, Scarborough, Harrogate, Southport, Blackpool, Morecambe, Isle of Man, Isle of Wight, Jersey, and Guernsey.

Every information as to trains and fares can be obtained on application to Mr Robert Turnbull, Superintendent of the Line, Euston Station, London, N.W.

**EUSTON STATION, 1898. FRED HARRISON, General Manager.**



*Railway Router*

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AND ALL PARTS OF  
THE NORTH OF

ENGLAND

AND

SCOTLAND



**GREAT NORTHERN RAILWAY.**



**SLEEPING  
CARRIAGES**

ATTACHED TO ALL

**NIGHT TRAINS  
TO SCOTLAND.**

First and Third Class  
Carriages of the most  
improved description, fitted  
with Lavatories, lighted by Gas,  
and heated by Steam in Winter, are  
attached to all the Express Trains



**LUNCHEON & DINING CARS**

Are attached to certain of the Express  
Trains running between London and Leeds,  
Manchester, Edinburgh (Waverley).



Time Tables, Tourist and Weekend  
Pamphlets, and lists of Farmhouse and  
Country Lodgings to be let during the  
summer months, may be obtained on application at  
Great Northern Stations, or Mr J ALEXANDER, Super-  
intendent of the Line, King's Cross Station, N

**CHARLES STEEL, General Manager**

*London (King's Cross), May, 1898*



## NORTH BRITISH RAILWAY.

**THE NORTH BRITISH RAILWAY SYSTEM** is the most extensive in Scotland. It directly serves all the most important districts of the Country and by arrangements with other Railway Companies with whom it is in alliance or over whose lines it possesses Running Powers provides convenient and expeditious Through Communication with all parts of the United Kingdom.

**THE MOST DIRECT AND POPULAR ROUTE** to the **WEST HIGHLANDS COAST, &c.** is by the recently-opened West Highland Line, by which there is an ample and expeditious Service of Trains, having Through Carriages from London and Edinburgh, during the summer, and from Glasgow, all the year round, to Fort William, and *vice versa*, and connecting at Oban, Fort William, and Banavie with Mr David MacBraynes Steamers to and from the Hebrides, Inverness, Caledonian Canal, &c.

**THE COMPANY possesses the SHORTEST ROUTE to and from the NORTH, and the FORTH and TAY BRIDGES**

and Through Express Trains are run daily between Edinburgh (Waverley and Haymarket Stations) and Dunfermline, Alloa, Stirling, and Perth, with Through Carriages to and from Inverness *via* the Forth Bridge and between Edinburgh (Waverley and Haymarket Stations) and Glasgow (Queen Street Station) and Dundee, Arbroath, Montrose, Aberdeen &c. *via* the Forth and Tay Bridges.

A Complete Service of Express Trains at frequent intervals is run between Edinburgh (Waverley and Haymarket Stations) and Glasgow (Queen Street Station) passengers having the choice of two routes *via* *via* Linlithgow and Falkirk or *via* Airdrie and Coatbridge and, in addition the holders of Return Tickets have the privilege of traveling by the Caledonian Company's Trains between the two Cities without further charge.

### FAST STEAMERS HAIL from and to CRAIGENDORAN PIER

In connection with the Company's trains which run alongside the pier, thereby affording convenient access to the various Watering Places on the Clyde, Greenock the (areloch Loch Long Holy Loch the Islands of Bute and Arran &c. These steamers also connect at Dunoon during the summer with the Columbia "Iona," Lord of the Isles and steamer for Arran.

A Special Express Train is run daily during the summer from Edinburgh direct to Craigendoran Pier on arrival of the night trains from London (King's Cross and St. Pancras) to enable passengers to proceed by the morning steamers. Express trains are also run from Craigendoran Pier to Edinburgh (Waverley) in connection with Through First Trains to London (King's Cross and St. Pancras).

### EXPRESS SERVICE WITH ENGLAND

**THE EAST COAST ROYAL MAIL ROUTE IS THE SHORTEST AND MOST POPULAR.** Express Trains are run daily from Aberdeen, Montrose, Arbroath, Dundee (Tay Bridge Station) *via* Tay and Forth Bridges, Perth, Dunfermline, Alloa, and Stirling *via* Forth Bridge, Glasgow (Queen Street), and Edinburgh (Waverley Station) to Newark, Newcastle, York, Leeds, Peterborough, London (King's Cross Station) and *vice versa*. Many of the carriages on this route are built on the corridor principle.

**FAST COAST FIRST AND THIRD CLASS DINING TRAINS**—New Corridor Trains containing First and Third Class Dining Saloons, now run daily between Edinburgh (Waverley) and London (King's Cross).

**THE WAVELEY ROUTE**—The Waverley Route is most interesting and attractive, and is the only route which enables tourists to visit Melrose (for Melrose Abbey and Abbotsford) and St. Boswells (for Dryburgh Abbey). Express Trains are run daily from Aberdeen, Montrose, Arbroath, Dundee (Tay Bridge Station) *via* Tay and Forth Bridges, Perth, Dunfermline, Alloa, and Stirling, *via* the Forth Bridge and Edinburgh (Waverley Station), to Carlisle, Manchester, Liverpool, Leeds, Sheffield, Birmingham, Bristol, Bournemouth, London (St. Pancras) &c. and *vice versa*.

First and Second Class Sleeping Cars, Sleeping Carriages and First and Third Class Lavatory Carriages are run by both the above routes. Sleeping berths may be secured on application to Mr D. DRUCHARS, Superintendent of the Line, Edinburgh.

### RAIL COACH AND STEAMER CIRCULAR TOURS

To Inverness, Fort William (for Ben Nevis), Caledonian Canal, West Highlands, Firth of Clyde, Aberfoyle, Trossachs, Loch Katrine, and Loch Lomond. Tickets for Circular Tours embracing the above mentioned places are issued at Edinburgh (Waverley and Haymarket Stations), Glasgow (Queen Street) and all other Principal Stations on the North British Railway.

**SALOON AND FAMILY CARRIAGES AND RESERVED COMPARTMENTS** are provided for the conveyance of families or invalids on terms which may be ascertained on application to the Superintendent of the Line, Edinburgh.

For particulars of Tours, fares and General Arrangements see the Company's Time Tables and Tourist Programme copies of which may be obtained from any of the Stationmasters, or from Mr. D. DRUCHARS, Superintendent of the Line, Edinburgh.

EDINBURGH, 1892.

J. CONACHER, General Manager.

# THE HIGHLAND RAILWAY CO.

BY  
ROCK,  
WOOD,  
and  
GLEN

## TOURS FOR THE SUMMER HOLIDAYS

BY  
RIVER,  
LOCH,  
and  
SEA.

The Direct Route to **INVERNESS & NORTH of SCOTLAND**  
IS *via* **DUNKELD.**

Leaving Perth the Line runs by Dunkeld through the far-famed Pass of Killiecrankie, skirting the Deer Forest of Atholl, over the Grampians, and through Strathspey, affording magnificent glimpses of Ben Machdail and the Cairngorms, past the ancient Towns of Forres (where the traveller can diverge and visit Elgin, with its magnificent Cathedral) and Nairn, "The Brighton of the North," to Inverness, the Capital of the Highlands. Parties staying at Inverness can have a choice selection of Tours at Reduced Fares

### From INVERNESS Northwards

the line skirts the Beaulieu Firth to Muir of Ord (from whence a Branch Line has been opened to Forlrose) on to Dingwall, from which point the traveller can visit the far-famed Strathpeffer Spa, "The Harrogate of the North," or proceed through grand and striking scenery to Kyle of Lochalsh, and thence by Steamer to the Isle of Skye and the Outer Hebrides, visiting on the route Loch Maree and Gairloch, or proceed North through Ross, Sutherland, and Caithness to Thurso and Wick, visiting John o' Groat's House, and thence by Steamer to the Orkney and Shetland Islands

The whole Route affords an ever varying succession of the most Picturesque Scenery, and the

### FINEST SHOOTING AND FISHING IN SCOTLAND

Lists of furnished Lodgings at Farm Houses and other places in the vicinity of the Highland Railway may be obtained on application at any of the Highland Railway Stations or to the Superintendent of the line at Inverness

Tourist Tickets are issued from the principal Stations in England and Scotland by this Route along which there is now increased Hotel and Lodging accommodation

For full particulars as to Trains Through Carriages Tours Fares Steamer and Coach Connections, &c, see the Company's Time Tables and Tourist Programme

**T. A. WILSON, GENERAL MANAGER**

THE  
**DISTRICT RAILWAY,**  
EITHER BY ITS OWN LINE  
OR BY ITS CONNECTIONS, SERVES  
THE WHOLE OF THE  
PLACES OF AMUSEMENT,  
INTEREST, AND ATTRACTION,  
IN AND AROUND LONDON.

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It is the most direct and quickest means of  
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**EAST END**

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**& WEST END**

AND IT  
CONNECTS  
WITH THE TERMINI OF ALL  
THE RAILWAYS RUNNING INTO LONDON.

—o—  
Through Bookings are in operation between the  
DISTRICT LINE AND ALL STATIONS IN  
LONDON AND THE SUBURBS.

*Always ask for Tickets "VIA DISTRICT RAILWAY."*

## MIDLAND & LONDON TILBURY & SOUTHEND RAILWAYS.

*During the Summer Months, commencing 1st May,*

# SOUTHEND & BACK DAILY

Third **2/6** Class.

From **FENCHURCH STREET**, Burdett Road, Stepney, Bromley, Plaistow, Upton Park, East Ham, Barking, **LIVERPOOL STREET**, Bishopsgate, Bethnal Green, Globe Road, Coborn Road, Stratford, Maryland Point, Forest Gate, *via* Barking, also from **ST PANCRAS**, Cunden Road, Walthamstow, Leyton, Leytonstone, Wanstead Park, and stations on the Tottenham and Hampstead Line.

*For Times of Cheap Trains—see Time Tables.*

## SOUTHEND & BACK

(FRIDAY TO TUESDAY TICKETS).

FARES First Class 6/- Third Class 3/6

From all the above Stations

*Fenchurch Street Terminus, London, E C*

BY ORDER

## With Bat and Ball;

or, Twenty five Years of Australian & English Cricket

By **GEO. GIFFEN** With Hints to Young Cricketers on Batting, Bowling, and Fielding Illustrated by Eighty Photographs Cr 8vo, cl gilt, 3s 6d, wrapper 2s 6d.

"A notable addition to the literature of sport"—*Daily Telegraph*

"A book which we may say we like immensely, and which we unhesitatingly recommend to our readers"—*Athletic News*

**London. WARD, LOCK & CO, LIMITED.**

### CIRCULAR TOURS

## GLASGOW AND THE WEST HIGHLANDS.

ONE WEEK'S PLEASURE SAILING to the Outer Hebrides, by the magnificent new steamer "**HEBRIDES**" (electric light, bathroom, and first class passenger accommodation), sailing from GLASGOW and GREENOCK every MONDAY for ISLAY, COLONSAY, OBAN, MULL, SKYE, UISR, BARRA, &c, affords the tourist a splendid opportunity of viewing the rugged scenery of the West of Skye and the Outer Islands.

Cabin for the Round, 35s, Board included, 65s

**Island of St. Kilda.**—During the season special trips are made to this far famed island, where passengers are given facilities for landing

Cabin for the St Kilda Trips £2 10s Board included 24s

*Time bills maps of route cabin plans and berths secured at—*

**JOHN McCALLUM and Co's, 10, Ann Street (City), GLASGOW**

# THE ISLE OF WIGHT.

(THE GARDEN OF ENGLAND)

WARM IN WINTER      COOL IN SUMMER.

**CHARMING & VARIED SCENERY.**

**BEAUTIFUL WALKS & DRIVES.**

**The Best and Safest Bathing in the British Isles.**

**BEAUTIFUL SANDS.**

**SAFE BOATING. YACHTING. GOLFING.**

**FISHING (FRESH AND SALT WATER)**

## DURING THE SEASON

Cheap railway excursions to all parts daily. Weekly Tickets, covering use of all trains and all railways in the island (except Ryde Pier) for seven days are issued at exceptionally low charges.

Pleasant and cheap steamboat excursions almost daily, round the island, Bournemouth, Weymouth, Swanage, Southampton, Southsea, Portsmouth (the first naval yard in the world), Cowes, &c

Good hotels, boarding, and lodging houses in all parts of the Island at reasonable charges.

The principal towns and places of interest are Ryde, Cowes, Sandown, Shanklin, Ventnor, Freshwater, Totland Bay, Alum Bay, Newport, Caris, Brooke, Osborne, Bonchurch, The Landslip, The Undercliff, Bembridge-St Helen's, Brading

Visitors can reach the island by frequent express trains from Waterloo, Victoria, London Bridge, Kensington, Clapham Junction, &c, either *via* Portsmouth and Ryde, Stokes Bay and Ryde, Southampton and Cowes, or Lymington and Yarmouth

Well appointed steamers connect at Ryde, Cowes, and Yarmouth with trains.

Through tickets to all island stations, 1st, 2nd, and 3rd class, from all stations on the South Western and South Coast Railways. During the summer season, May 1st to September 30th, Tourist Tickets, available for Two Months, are issued from Waterloo, Victoria, London Bridge, Kensington, Clapham Junction, &c. Also Cheap Four-Day (Saturday to Tuesday) Tickets, at a fare of 9s., and Eight and Eleven Day Tickets at a fare of 12s (3rd class).

Cheap Week End Tickets are also issued all the year round, by all trains, on Fridays, Saturdays, and Sundays, available for return by any train up to the following Tuesday, at the following fares—1st class return, 23 0, and class return, 15s, 3rd class return, 12s.

H K. DAY, MANAGER, I W Railway

CHAS L CONACHER, MANAGER, I W Central Railway

June, 1898.

# LONDON & SOUTH WESTERN RAILWAY.

THE SHORTEST, QUICKEST, AND MOST DIRECT ROUTE  
BETWEEN LONDON AND THE WEST OF ENGLAND

THIS popular railway runs through most beautiful scenery in North and South Devon, skirts the south-western coast, and provides direct communication with the North Cornwall Coast, *via* Camelford, also with the Isle of Wight, *via* Portsmouth Harbour, *via* Stokes Bay, *via* Southampton, and *via* Lymington. It also supplies frequent services between London and the Thames Valley. Passengers travelling by the London and South Western expresses may, at Exeter, make connections for Torquay, Dartmouth, and South Devon, while at Plymouth similar connections can be made for Falmouth, Penzance, and South Cornwall.

EXPRESS TRAINS BETWEEN LONDON (WATERLOO) and	
EXETER in 3½ hours	WEYMOUTH in 3½ hours
PLYMOUTH in 5½ hours.	RYDE in 2½ hours.
BROCKENHURST (for New Forest) in 2 hours.	LYNTON in 8½ hours
PORTSMOUTH in 2 hours.	BOURNEMOUTH in 2½ hours.
ILFRACOMBE in 6½ hours.	SOUTHAMPTON in 1½ hours
BWANAGE in 1½ hours	VENTNOR in 3½ hours.
SIDMOUTH in 4½ hours	SALTERTON in 4½ hours

PULLMAN CARS run in principal trains between London and BROCKENHURST (for the New Forest) and BOURNEMOUTH. Lavatory Accommodation for 1st, 2nd, and 3rd Class passengers is provided in all Trains to and from the West of England.

TOURISTS TICKETS are issued during the summer months (May to October) by all trains, available for two months, to stations in the West of England, North and South Devon, and North Cornwall also to Launceston, Camelford, Tavistock, Lude, Bideford (for Clovelly), Exeter (for Dawlish, Torquay, &c.), Corfe Castle, Dorchester, and to other watering places on the coast of Hampshire, Dorsetshire, Devonshire, and Cornwall. Also to the Channel Islands (Jersey and Guernsey), and to France (Havre, Honfleur, Trouville St Malo, Granville, Caen, and Cherbourg), for two months, and to Paris for one month, also for a tour THROUGH BRITAIN AND NORMANDY. For full particulars, conditions, and tourists' fares, see London and South Western Railway time table books and tourist programmes.

## THE CHANNEL ISLANDS ROYAL MAIL ROUTE IMPROVED SERVICE.

REGULAR MAIL SHIPS, *via* Southampton, to and from the CHANNEL ISLANDS (JERSEY AND GUERNSEY), also fast Steamships for Havre for Rouen, Paris, St Malo, Cherbourg, Granville, Honfleur, &c.

The Company's Steamships are not surpassed in speed or accommodation by any Channel vessels.

Connecting trains run direct to the Docks, and go alongside steamers.

FAST OCEAN STEAMERS leave SOUTHAMPTON regularly for NEW YORK, the WEST INDIES, the NORTH AND SOUTH PACIFIC, CENTRAL AND SOUTH AMERICA, and LISBON. Also for the CAPE AND SOUTH AFRICAN PORTS.

THE SOUTHAMPTON DOCKS, seventy eight miles from London, are owned and managed by the London and South Western Railway Company. They are situated within a very sheltered harbour, and have the unusual natural advantage of double tides, with practically four hours of high water, thus affording unrivalled accommodation to the largest steamers afloat or now being built.

All information can be obtained on application to Mr G T WHITE, Superintendent of the Line, Waterloo Station, London, S.E.

CHAS J OWENS, GENERAL MANAGER

# LANCASHIRE AND YORKSHIRE RAILWAY.

**DIRECT EXPRESS ROUTE**

BETWEEN

**THE EAST AND WEST COASTS.**

## THROUGH FAST TRAINS

between Liverpool Manchester, and Principal Lancashire Towns, and **HALIFAX, BRADFORD, LEEDS, YORK, SCARBOROUGH, and NEWCASTLE**, in direct communication with Express Trains to and from all parts of the North Eastern system. Express Service between **LIVERPOOL and MANCHESTER** in 45 minutes.

## AN EXCELLENT SERVICE OF TRAINS

is in operation between the Principal Stations in Lancashire and Yorkshire, and **BLACKPOOL, LYTHAM, SOUTHPORT, and SCOTLAND**. Fast Trains run *via* Preston and the Caledonian Company's route, and *via* Hellifield, by the Midland Company's route, to all parts of Scotland.

## ROYAL MAIL ROUTE to the NORTH of IRELAND *via* FLEETWOOD & BELFAST

The L & Y and L & N W Company's Royal Mail Twin screw Steamers sail daily (Sundays excepted), between Fleetwood and Belfast, open sea passage 5½ hours. The steamers are lighted with electricity, and there are Dining Saloons, Ladies Cabins, and State Rooms, replete with every modern comfort. Express Trains are run in connection with the Boats between Manchester, Liverpool, Bolton, Bradford, Leeds, Sheffield, York, Newcastle, Birmingham, London, and other Important Places, and Fleetwood.

The Fleetwood route will be found the most expeditious and convenient for the North of Ireland. Passengers and their luggage proceed direct from the train to the steamer by a covered way. No expense is incurred in the transfer of luggage to and from the boats.

## ISLE OF MAN *via* FLEETWOOD

From May 27th to June 7th, inclusive, and from July 1st until the end of September, 1898, the Isle of Man Steam Packet Company's Steamer, "Mona Queen," will sail daily (Sundays excepted), between Fleetwood and Douglas, Isle of Man, at convenient hours. There is also a service on certain days between Fleetwood and Ramsey, *via* Douglas.

## ISLE OF MAN *via* LIVERPOOL

The Isle of Man Steam Packet Company's Steamers sail daily (Sundays excepted), between Liverpool and Douglas, Isle of Man, at convenient hours, and also on certain days between Liverpool and Ramsey. Passengers and their luggage are conveyed **Free of Charge** between the Station and Isle of Man Steamers.

## CHEAP EXCURSION ARRANGEMENTS

**Every Friday and Saturday Week end Tickets** (short date and long date) are issued by any ordinary train from the principal stations to Blackpool, Fleetwood, Lytham, St. Anne's, Southport, Liverpool, Harrogate, Scarborough, &c., &c.

**Day and Half day Excursion Tickets** are issued to Seaside and other Watering Places several days each week during the season, and **Tourist Tickets** are issued to all parts of England, Scotland, Wales, and the Isle of Man.

The Company conveys **Schools, Workpeople, and others**, at reduced fares on application. **Picnic and Pleasure Parties** are conveyed at cheap fares to various places of resort. For full particulars apply to Mr CHAS J NICHOLSON, Passenger Superintendent, Victoria Station, Manchester.

**J H STAFFORD, GENERAL MANAGER.**

# GREAT CENTRAL RAILWAY

(M S & L).

## EXPRESS PASSENGER SERVICE.

Express Trains are run at frequent intervals between Manchester, Huddersfield, Sheffield, and London, with connections from and to the manufacturing districts of Lancashire and Yorkshire.

The carriages run with these trains are of the most improved description, and in many instances the first class compartments are fitted with lavatory accommodation

### EXPRESS SERVICES BETWEEN

MANCHESTER & LONDON (King's Cross) in 4 hours, 15 mins.

HUDDERSFIELD & LONDON (King's Cross) in 4 hours, 7 mins.

SHEFFIELD & LONDON (King's Cross) in 3 hours, 9 mins

The Saloon, Luncheon, and Dining Cars are warmed throughout, fitted with lavatories, and accompanied by special conductors

Omnibuses for Family Parties can be had on application to the Station Master, London Road Station, Manchester

Passengers' Luggage will be delivered within the usual boundary in Manchester, Liverpool, Sheffield, and London, at a uniform rate of sixpence per package

*Cheap route from the Lancashire and Yorkshire District to*

## HAMBURG, ANTWERP, ROTTERDAM, AND THE CONTINENT, *via* GRIMSBY.

The steamers sail from the Port of Grimsby at fixed times, the average passages being

To HAMBURG, 30 hours To ANTWERP, 20 hours.  
To ROTTERDAM, 15 hours.

The Royal and Yarboro Hotels, Grimsby, Yarboro' Hotel, New Holland, and Royal Victoria Station Hotel, Sheffield, are the property of the Company, and under their direct management, together with refreshment Rooms at New Holland, Cleethorpes, Grimsby, Kotherham, Mablethorpe, Sheffield (Victoria), Penistone, Manchester (London Road) and Central Station, Wigan

All further information can be obtained on application at the Company's Head Offices—Manchester

WILLIAM POLLITT,  
GENERAL MANAGER

LONDON ROAD STATION,  
MANCHESTER, May, 1898



# A TRIP TO SNOWDON

BY THE  
NORTH WALES NARROW GAUGE (2FT.) RAILWAY.

Which forms a Junction with the L. & N.W. Railway

**AT DINAS,**

THREE MILES SOUTH OF CARNARVON.

**SHORTEST AND MOST**

**PICTURESQUE ROUTE.**

## TOURIST TICKETS

(1st and 3rd Class) for Two Calendar Months, renewable up to 31st December, are issued from MAY 1st to October 31st at the principal stations in the United Kingdom to SNOWDON Station.

Holders of these tickets can break the journey at Rhyl, Llandudno, and other North Wales Pleasure Resorts, completing the outward journey any fine day, visiting Beddgelert, Gelert's Grave, the noted Pass of Aberglaslyn, and other places of interest, or they can "do" SNOWDON.

*Conveyances for Beddgelert meet all trains at Snowdon Station and passengers should secure Cheap Return Coach tickets at that Station. Fare 1/6*

## Cheap Excursion Tickets

will be issued during the season, June 1st to September 30th (certain days excepted), from Rhyl, Llandudno, and all other stations on the Chester and Holyhead Section, to Snowdon (late Rhyd-ddu) Station

For full details as to fares, times, &c., see bills issued by L. & N.W. and North Wales Narrow Gauge Railway Companies, or apply to—

**G C AITCHISON,**

*Secretary and Traffic Manager*

DINAS STATION, NEAR CARNARVON.

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# FESTINIOG RAILWAY, NORTH WALES.

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**T**HIS celebrated Miniature Line, the original "**TOY RAILWAY**," and the world-renowned pioneer of narrow gauge railways, is situated in the centre of the finest scenery in the Principality. In its continuous ascent from Portmadoc to the Festiniog slate quarries it traverses, by means of sharp curves and gradients, a rugged but most picturesque tract of country, and in its windings along the hill sides at a great height above the valley it continually discloses fresh views of river, sea, and mountain, amongst which is comprised the grand panorama of the Snowdon range.

It is yearly visited by thousands of tourists who are charmed with the novelty of the line and its surroundings.

It is readily accessible from all parts of the country, through Bettwsycoed, *via* the London and North-Western Railway, or through Bala, *via* the Great Western Railway, changing in each case at Blaenau Festiniog, or through Barmouth or Afonwen, *via* the Cambrian Railway, changing at Minffordd.

It forms the most direct route between the seaside resorts on the north, and those on the south and west coasts of North Wales.

**CIRCULAR TOUR TICKETS** are issued by the London and North-Western, Great Western, and Cambrian Railway Companies, available over the Line and in connection with four-horse coaches running through the Snowdon district.

**J. S. HUGHES, GENERAL MANAGER.**

*Portmadoc, 1898.*

## CAMBRIAN RAILWAYS.

## TOURS IN WALES.

BATHING, BOATING, FISHING (Sea, River, and Lake),  
GOLFING, COACHING, MOUNTAINEERING

**TOURISTS TICKETS** available for two months issued throughout the year,  
from London and all principal stations in England,  
Scotland and Ireland to

Aberystwyth, Borth, Machynlleth, Aberdovey, Towyn, Dolgellau,  
Barmouth, Harlech, Portmadoc, Criccieth, Pwllheli, Llanidloes,  
Rhayader, Builth Wells, and Brecon.

**CHEAP WEEK-END & TEN DAYS TICKETS** are issued every FRIDAY  
OR SATURDAY THROUGHOUT THE YEAR from SHREWSBURY BIR-  
MINGHAM WOLVERHAMPTON STAFFORD BURTON DEBBY LEEDS,  
LEICESTER HULL & STAMFORD STOCKPORT OLDHAM MANCHESTER,  
PRESTON BURNLEY ROCHDALE BRADFORD WAKEFIELD,  
HAULFAX BOLTON WIGAN WARRINGTON CREWE LIVERPOOL  
STOKE BIRKENHEAD, and other Stations to the CAMBRIAN WATERING  
PLACES.

Commencing on June 1st and EVERY WEDNESDAY up to September 22nd,  
CHEAP WEEKLY OR FORTNIGHTLY TICKETS will be issued FROM  
LONDON to the Cambrian Coast and certain Inland Stations available to return on  
the following Monday Thursday or Monday week and Thursday fortnight.

Tickets at the same fares are also issued to London on every Thursday June and to  
September 22nd inclusive to return on the following Wednesday or Wednesday week.  
**ABOUT THIRTY RAIL AND COACH EXCURSIONS DAILY**  
are run from the Cambrian Railways during the Summer Months through the finest  
scenery in the Principality.

**CYCLING and WALKING TOURS** at cheap fares throughout the Mountain,  
River and Lake District of North and Mid Wales.

For particulars see Rail and Coach Excursions Programme issued gratis  
**EXPRESS TRAINS WITH 1st AND 2nd CLASS LAVATORY CARRIAGES**  
LIGHTED WITH GAS.

(LONDON TO ABERYSTWYTH, 8½ HOURS, BARMOUTH, 7½)  
Are run daily during the Season in connection with Fast Trains on the London and  
North Western and other Railways between London Liverpool Manchester,  
Birmingham Stafford Shrewsbury Hereford Merthyr Cardiff Newport (Mon) &c.,  
and Aberystwyth Barmouth &c.

SEE THE CAMBRIAN RAILWAYS NEW AND BEAUTIFUL ALBUM,

**"A SOUVENIR,"**

**GEMS OF PICTURESQUE SCENERY IN WILD WALES.**

55 SUPERB VIEWS PRICE 6d

At the principal Railway Bookstalls the Company's Stations, and the  
undermentioned Offices &c.

**PICTURESQUE WALES (Illustrated)**

The Official Guide Book to the Cambrian Railways edited by Mr GODFREY  
TURNER Price 6d, can be obtained at the Bookstalls, and at the Company's Offices  
or Stations, also of Messrs W J Adams & Sons 59, Fleet Street, London E C.

**FARM HOUSE AND COUNTRY LODGINGS**—Attention is drawn to the Illustrated  
Pamphlet issued by the Company

**"WHERE TO STAY AND WHAT TO SEE!"**

Price 1d. at the principal Railway Bookstalls and Company's Stations

Time Tables, Tourist Programmes, Guide Books and full particulars of Trains,  
Fares &c. may be obtained from Mr W H GOUGH Superintendent of the Line  
Oswestry, at any of the Company's Stations and at the Cambrian Office, Crue Woode  
Buildings, 17 Back Goree LIVERPOOL or on application to the undersigned. Also  
at the CAMBRIAN RAILWAYS LONDON OFFICES 153, Finchurch Street E C,  
18 Cockspur Street, Charing Cross and 11 Onslow Place S W., and at the under-  
mentioned Offices of Messrs Harry Gaze and Son, Ltd. Excursion Tourist Agents—  
LONDON—14, Strand, A. Northumberland Avenue 21 Westbourne Grove and  
Piccadilly Circus. BIRMINGHAM—Stephenson Place New Street Station, MAN-  
CHESTER—L & N W Booking Office London Road LIVERPOOL—25, Lime  
Street, DUBLIN—16, Suffolk Street; GLASGOW—Central Station.

General Offices,  
Oswestry, Nbg.

C. E. DENNISS,  
General Manager.

# **Belfast and Northern Counties Railway.**

## **SUMMER EXCURSIONS**

*In the North of Ireland.*

**ANTRIM COAST CIRCUULAR TOUR**—The most varied and beautiful tour in Ireland. Rail, Belfast to Larne, and Portrush to Belfast (92 miles); Coach, Larne to Giant's Causeway (55 miles) along the famous coast road, affording infinite variety of scene and interest, Electric Tramway, Giant's Causeway to Portrush (7 miles) 1st class, 21/-, and class, 19/-, 3rd class, 17/-

**PORTRUSH AND GIANT'S CAUSEWAY**—Through Tickets issued from the principal places in England and Scotland Excursion Tickets every day from Belfast Fast trains between Belfast and Portrush, and Electric Tramway between Portrush and Giant's Causeway

**GLENARIFF**—Embraces the loveliest of the numerous and remarkable glens for which the County Antrim is famed Daily excursions from Belfast to Glenariff and back by rail, also circular tour, including Glenariff, part of Antrim Coast, and Larne, at very low fares.

**DONEGAL HIGHLANDS AND LAKES ERNE**—Circular Tour, including rail, Belfast to Portrush, Electric Tram, Portrush to Giant's Causeway and back, rail, Portrush to Londonderry, thence to Donegal, via Strabane and Stranorlar, and Ballyshannon, or Bundoran to Belfast. First class, 40/6, second class, 30/6, third class, 22/9.

Many other excursions of interest can be made from Belfast. For particulars of which, apply to the undersigned

**GOLF LINKS**—At Larne Harbour, Antrim (Lough Neagh), Ballycastle, Portrush, Buncrana, Portsalon, Rosapenna

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*Hotels under the Management of Belfast and Northern Counties Railway*

**STATION HOTEL, B. & N. C. Railway, Belfast,**  
In course of erection, is expected to be opened this season

**NORTHERN COUNTIES HOTEL, Portrush,**  
Affords first class accommodation to tourists visiting the Giant's Causeway, as well as families and gentlemen wishing to reside at the sea side Grand Dining Room Drawing Reading Smoke and Billiard Rooms on the ground floor Upwards of 120 Bed rooms. Hot and Cold Sea water Bath Establishment Lawn Tennis Courts. Best Golf Links in the country Hotel well situated and commands splendid views of sea and coast Bus attends all trains. For further information apply Hotel Manager Portrush

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## **THE SHORTEST SEA PASSAGE BETWEEN GREAT BRITAIN AND IRELAND IS VIA LARNE AND STRANRAER.**

Daily (Sundays excepted) and daylight sailings by the new fast mail steamers, "Princess May" and "Princess Victoria" Sea passage, eighty minutes, port to port, two hours. Two services daily during summer months.

Trains run alongside steamer at Stranraer and Larne Through bookings from all the principal places in England and Scotland to the North of Ireland For full particulars, see the time tables of the London and North Western, Midland, Caledonian, and Glasgow and South Western Railway Companies, or apply to

**EDWARD J. COTTON, General Manager**

*Belfast and Northern Counties Railway, Belfast.*

# Great Northern Railway Company

(IRELAND).

## TOURIST ARRANGEMENTS—SUMMER, 1898.

Passengers landing at Londonderry or Queenstown from the American steamers can choose from an excellent selection of Tours, and book, at greatly reduced fares, to all the principal stations in Ireland, also to Scotland and England.

The direct and Royal Mail Route between Ireland and Scotland is by the Great Northern Railway, *via* Belfast, and between the North of Ireland and England and Wales, by the Great Northern Railway, *via* Dublin or Greenore and Holyhead.

Tourist tickets are issued at Dublin, Londonderry, Belfast, and all the principal Great Northern Stations.

To **Warrenpoint** (for Rostrevor), including hotel accommodation.

" **Greenore**, for Carlingford Lough.

" **Bundoran** and **Enniskillen** (for Lough Erne and Sligo), including hotel accommodation.

" **Buncrana**, **Rosapenna**, and **Dunfanaghy** (for the Donegal Highlands), including hotel accommodation.

" **Portsalon** on **Lough Swilly**.

" **Drogheda** (for Valley of the Boyne).

" **Howth** (for Hill of Howth and Dublin Bay).

" **Malahide**, including hotel accommodation.

Splendid Golf Links adjoin the Hotels at Greenore, Bundoran, Buncrana, Rosapenna, Dunfanaghy, Portsalon, and Malahide.

Circular tours have also been arranged, embracing all places of the most historical and romantic interest in the country, the whole affording the most picturesque scenery, and the finest fishing in Ireland. The fares are remarkably low, and reductions are made when two or more persons travel together.

Tourists travelling by the Great Northern Railway will find their comfort and convenience studied in every respect.

Dining, Luncheon, and Breakfast Cars now run on the principal trains between Belfast and Dublin, and also through from Belfast to Kingstown Pier, thus saving all transferring at Dublin. Through saloon carriages, furnished with lavatories, electric light, and all the most recent improvements.

## ENGLAND and SCOTLAND to AMERICA, *via* LONDONDERRY.

Passengers who wish to save time on the journey to America can join the steamer at Londonderry, instead of leaving Liverpool on the Thursday morning. The Atlantic steamer leaves Londonderry on the arrival of the Great Northern Company's train, due at 10 30 a.m. each Friday.

To obtain the Company's Time Tables, Illustrated Guides, and Programmes, and all information as to fares, routes, excursion arrangements, etc., please apply to the Superintendent of the Line, Amiens Street Terminus, Dublin.

DUBLIN, 1898. HENRY PLEWS, GENERAL MANAGER.

# Great Southern & Western Railway

I R E L A N D .

DUBLIN, CORK, QUEENSTOWN, WATERFORD, LIMERICK,

AND THE FAR FAMED

**LAKES OF KILLARNEY, GLENGARRIFF, &c.**

## EXPRESS SERVICES.

DUBLIN to CORK	H M	to QUEENSTOWN	H M	to KILLARNEY	H M
LONDON	3 37	"	4 0	"	4 48
	14 37	"	15 0	"	16 0

## CHEAP TOURS TO KILLARNEY, &c

during the season (direct or circular, embracing other places of interest) from all parts.

## THE GREAT SOUTHERN HOTEL, KILLARNEY,

under the management of the company is the most commodious and best appointed hotel in the lake district, and is within easy distance of the chief centres of attraction to tourists

*The Overland Mail Route between Europe and America, Australia, and New Zealand, via Queenstown, carrying Her Majesty's and the United States' Mails,*

in connection with the London and North Western Railway, the City of Dublin Steam Packet Company, and the Cunard, White Star, and American Steam Ship Companies

## PASSENGERS FOR AMERICA, &c.,

can (instead of embarking at Liverpool on Wednesday and Saturday mornings) join the mail steamers at Queenstown on Thursdays and Sundays by leaving London on Wednesdays at 7.30 p.m. Edinburgh 6.0 p.m. Glasgow 5.50 p.m. Liverpool 10.45 p.m. Manchester 10.40 p.m. Birmingham, 10.15 p.m. On Saturdays the hour of departure is 4.10 p.m. from London and correspondingly earlier hours from the other places, reducing the sea voyage and risks of the Channel passage. The outward American mail is conveyed by this night service, which ensures passengers catching the steamer at Queenstown

## SPECIAL TRAIN SERVICE FROM QUEENSTOWN

Should a steamer from New York land passengers at Queenstown at an hour when the ordinary train service does not suit connections from Dublin with West and North of Ireland, England and Scotland a SPECIAL TRAIN will be despatched for Dublin calling at Cork, Limerick Junction and Portlarnington. The trains will perform the journey in about four hours. Time will be allowed for clearing baggage through the Custom House at Queenstown.

Under arrangement with the Post Office, a special fast mail service throughout from Queenstown to London is run in connection with the steamers arriving from New York, under certain conditions by which the passengers and their baggage are also conveyed at ordinary fares. Information can be had on board the steamers on nearing the Irish coast.

Passengers to and from the American steamers at Queenstown are now landed at and embarked from the railway station and Custom House (in the same building) by new and commodious saloon tenders, built especially for the purpose, fitted with every convenience, and lighted by electricity

## THROUGH TICKETS

and all other information, on application to the company's agent, Mr. A. C. BARATTONI & Co., Broadway, New York, also from the various steam ship companies in New York, Liverpool and London; Messrs. H. GAZE AND SON, Strand, London; W. C. Mosses, T. COOK AND SON, Ludgate Circus, London, E.C. 17, Grafton Street, Dublin, and 601 Broadway, New York, or at the principal stations on the London and North Western Railway

For further particulars see company's time tables and folders, or apply to the pursers of the transatlantic steamers.

**ROBT G. COLHOUN, Traffic Manager**

KINGSBRIDGE STATION, DUBLIN.  
TELEPHONE NO. 221

# MIDLAND GREAT WESTERN RAILWAY.

## Connemara, Achill, & West of Ireland

### CIRCULAR TOURS

FROM  
**DUBLIN**  
TO THE  
TOURIST, ANGLING & SHOOTING  
RESORTS IN THE  
**WEST OF IRELAND.**

**REDUCED FARES FOR PARTIES  
OF TWO TO FOUR PASSENGERS.**

*Extra Coupons issued for extended  
Tours from Dublin, Broadstone  
Terminus, to the North and South  
of Ireland.*

### TOURIST TICKETS

From the Principal Towns in

**ENGLAND & SCOTLAND**

FOR THE  
**CONNEMARA TOUR**

OR  
**COMBINED TOUR,**

INCLUDING

**KILLARNEY,**

*Issued at the Offices of the Railway  
and Steam Packet Companies  
and Tourist Agencies*

### RETURN FARES FROM DUBLIN

•• The Tickets are  
available for Two  
Months and are  
extended on pay-  
ment of a per-  
centage

#### NUMBER OF PASSENGERS.

	ONE			TWO			THREE			FOUR		
	1st cls	2nd cls	3rd cls	1st cls	2nd cls	3rd cls	1st cls	2nd cls	3rd cls	1st cls	2nd cls	3rd cls
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**BROADSTONE STATION, DUBLIN—May, 1895**

# **Waterford, Limerick & Western Railway.**

## **GRAND MOUNTAIN, LAKE, & RIVER SCENERY.**

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FROM

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F VAUGHAN, Traffic Manager.

TRAFFIC MANAGER'S OFFICE,  
LIMERICK, April 1898.



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*Summer Excursions, 1898.*

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" Falmouth	20/-	32/-	15/-	24/-	10/-	15/-
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A. W. EGAN, Secretary

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SLIGO to GLASGOW—Every Tuesday and Saturday do

GLASGOW to BALLINA and WESTPORT do

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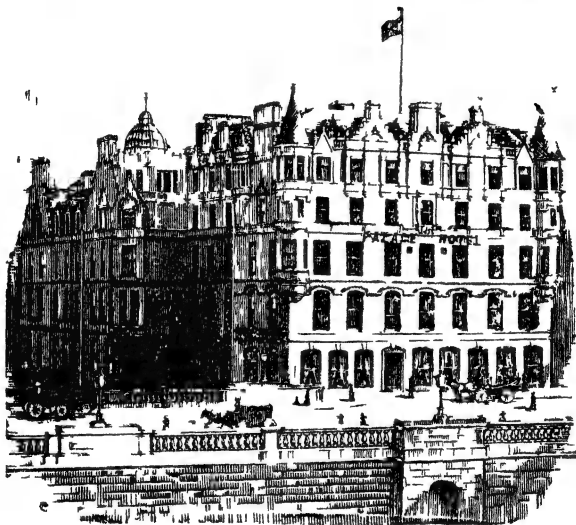
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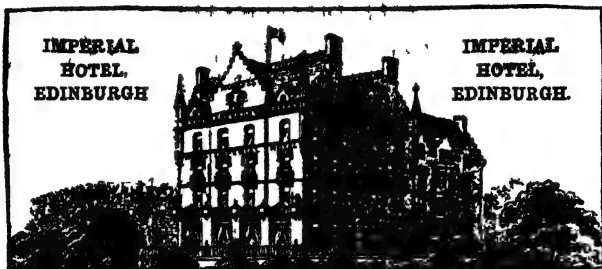
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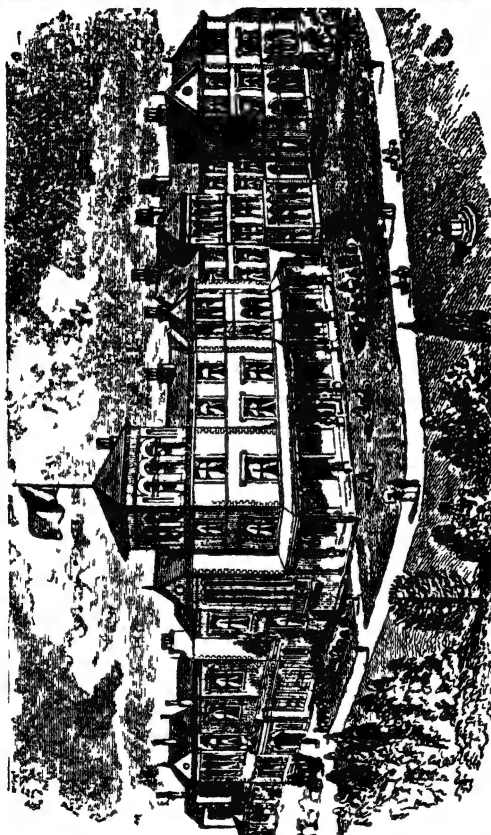
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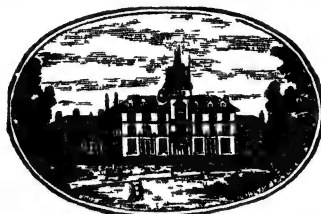
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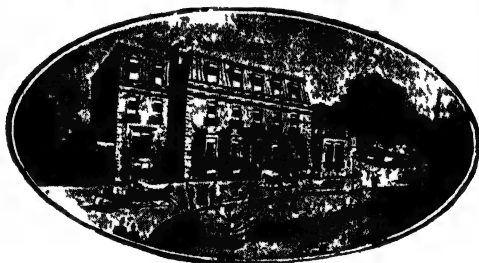
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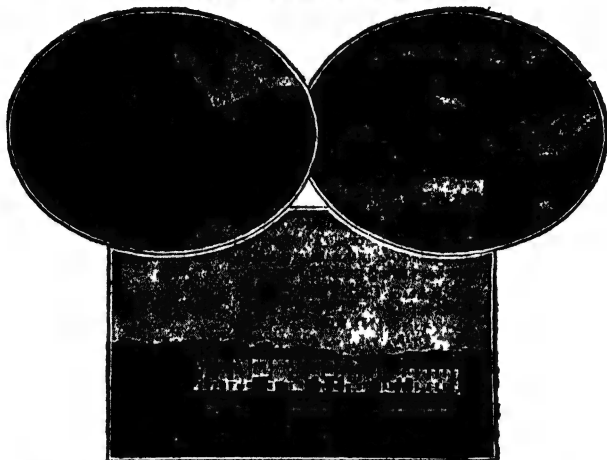
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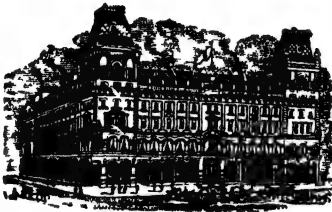
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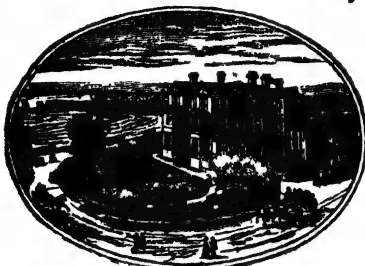
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